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May-June 2007



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ON OUR COVER

From left, cadets Nicholas Attardo, Jake Reed, Mark Harper, Adam Henery, Stephanie Burton and Stephanie Petelos got the hands-on civics experience of a lifetime as participants in the 2007 Civic Leadership Academy held in Washington, D.C. They were among 24 young leaders from across the nation who benefited from this unique enrichment program. CLA coverage begins on page 24.

Photo by Curt LaFond, CAP National Headquarters



Summer is fast approaching and along with it comes a wide array of challenging and dynamic summer activities for both our U.S. Civil Air Patrol cadets and adult officers. Fact is, it's one of our busiest and more hectic times of the year, but it's also a significant part of what defines our members in terms of their character and professionalism, their willingness to sacrifice and their dedicated volunteer service to America.

In place of taking summer vacations with the family to the Rocky Mountains or the white sandy beaches of Florida's Panhandle, more than 7,500 of our members will be attending or supporting at least 100 major CAP activities designed to educate and expand the horizons of our cadets and to train our national corps of disaster relief and emergency service providers. Now that's what I call volunteer commitment!

The events are too numerous to list in this column, but here are just a few of the 2007 highlights:

Cadet Officer School — Cadet Officer School is patterned after the U.S. Air Force Squadron Officer School and is an academically challenging weeklong course for cadets 16 and older. The course is divided among lectures, seminars and hands-on training. Instructors guide cadets through the Air Force approach to the psychology of leadership, problem-solving techniques, effective writing, effective speaking and group dynamics. This year, more than 100 cadets will attend.

National Cadet Competition — The annual NCC pits drill and color guard teams from each of CAP's eight regions against one another, who compete for the Air Force Chief of Staff Sweepstakes Trophy. This year's NCC will be held at the National Museum of the U.S. Air Force and at Wright State University in Dayton, Ohio. Almost 200 cadets will take part in the competition.

Hawk Mountain Search and Rescue School — Hawk Mountain is the longest-running search and rescue school in the nation. For more than 50 years, the school has provided CAP cadets and officers with top-notch wilderness SAR training. The nine-day school is conducted in the mountains of Pennsylvania under field conditions and is considered to be one of CAP's most demanding and challenging activities. This year, more than 225 students and 125 staff members will participate.

International Air Cadet Exchange — IACE was established to promote international understanding, goodwill and fellowship. U.S. participation in the 18-country IACE Association has been ongoing for nearly 60 years. More than 60 CAP cadets will head overseas to 11 countries this year. In addition, hundreds of other cadets and officers will interact with about 70 foreign cadets who will visit the U.S.

National Emergency Services Academy — Now in its 11th year, NESAs is a multidisciplinary emergency services training course. The program, which is held at Camp Atterbury, Ind., combines task-based training requirements with practical application to produce CAP's largest emergency services training event. Last year, more than 350 officers and cadets participated in NESAs, and the numbers are expected to grow this year.

Our many summer training programs are all about the readiness of the U.S. Civil Air Patrol's volunteer professionals. Whether responding to a multistate weather disaster or a missing aircraft or helping develop leadership skills in our more than 22,000 cadets, as America's premier volunteer organization CAP remains ready and willing to serve our communities, our states and our nation.

Join us and be a part of our missions for America. Go to www.cap.gov or call (800) FLY-2338 today to find out how you can become a senior member or cadet of the Civil Air Patrol.

Semper vigilans (always vigilant)!

Maj. Gen. Antonio J. Pineda
CAP National Commander



Delaware Wing Gives Homeland Security Chief Taste of CAP Technology

During a recent orientation flight, the Delaware Wing provided Delaware Secretary of Safety and Homeland Security David Mitchell a close-up look at the cutting-edge technology CAP employs on homeland security missions across the nation. Mitchell experienced CAP's glass cockpit aircraft from the left seat, and digital photographs from his trip taken by 1st Lt. Gary Emeigh were e-mailed to his desk via the craft's Satellite-Transmitted Digital Imaging System. The wing's standardization/evaluation officer, Maj. Wayne Lorgus, piloted the aircraft.



Congresswoman Joins CAP

U.S. Rep. Marsha Blackburn, R-Tenn., joined the more than 360 members of the Civil Air Patrol Congressional Squadron led by U.S. Sen. Tom Harkin, D-Iowa, when she became a member of Civil Air Patrol. She was presented with membership credentials by then-Tennessee Wing Commander Col. James M. Rushing, center, and the wing's government relations officer, Lt. Col. Doug Dawson, at her district office in Franklin, Tenn., on March 16.

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ON THE WEB

Go to www.cap.gov daily for squadron and wing news.

Civil Air Patrol Volunteer is published bimonthly by the Civil Air Patrol, a private, charitable, benevolent corporation and auxiliary of the U.S. Air Force. Please send all correspondence to Public Affairs, 105 S. Hansell St., Bldg. 714, Maxwell AFB, AL 36112-6332, telephone (334) 953-7593, e-mail: paa@capnhq.gov. Opinions expressed herein do not necessarily represent those of CAP or the U.S. Air Force. *Civil Air Patrol Volunteer* welcomes manuscripts and photographs; however, CAP reserves the right to edit or condense materials submitted and to publish articles as content warrants and space permits.

HOMELAND SECURITY

Congressman wants to tap CAP assets in fight to protect nation's borders

By Steve Cox

The Civil Air Patrol may be coming full circle if a Pennsylvania congressman has his way.

U.S. Rep. Charlie Dent, R-Pa., is currently pitching the Civil Air Patrol Homeland Security Support Act of 2007 to the 110th Congress. If passed, HR 1333 will entrust the Civil Air Patrol with the authority to conduct homeland security missions, much like it did in its heyday.

"CAP pilots are eager to participate in America's homeland security missions," said Dent, who announced the legislation in February, surrounded by volunteer CAP pilots and cadets. "The cost of flying and maintaining CAP aircraft is relatively inexpensive, the pilots are experienced and the need for their assistance is great."

A proud history of service

Homeland security is nothing new for CAP. Sixty-five years ago during World War II, CAP's first task as an organization was a homeland security mission of the highest order — protecting



Congressman Charlie Dent, at podium, introduces his new border security legislation with members and cadets of the Pennsylvania Wing looking on at the Queen City Municipal Airport in Allentown, Pa.

the nation's waters from wartime Nazi U-boat aggressors bent on victimizing Allied shipping. CAP succeeded, safeguarding the American war effort.

Today, its missions have expanded greatly. Now known primarily for search and rescue, this nonprofit, all-volunteer auxiliary of the U.S. Air Force performs 95 percent of continental U.S. inland search and rescue missions. It was credited by the Air Force with saving 58 lives in 2006.

CAP volunteers also perform disaster relief and counterdrug missions at the request of federal, state and local agencies. And members play a leading role in aerospace education, serving as mentors to the nearly 22,000 young people currently participating in the CAP cadet program.

Garnering congressional support

Dent, who represents Pennsylvania's 15th District, filed HR 1333 in March, and subcommittees are now beginning to take a look at the legislation.

One of Dent's own committees, the Homeland Security Subcommittee on Emergency Communications, Preparedness and Response, was first to review the bill during an April 25 hearing. Dent serves as a ranking member (minority chairman) of the subcommittee.

"This hearing (before the subcommittee) is the first step of a sometimes long process," said Dent spokesman Gregg Bortz. "The bill will hopefully be considered (by the full Congress) later this year, but there is no guarantee of that. We continue to rally support for this legislation."

Thirty-four House members signed on as co-sponsors of HR 1333 when it was filed on March 6; by mid-April at least 10 more co-sponsors had signed.

The House subcommittee hearing on April 25 featured testimony from Maj. Gen. Antonio J. Pineda, CAP national commander. Pineda assured members of the subcommittee CAP is the perfect fit to support this effort because of the skill, expertise and experience the organization brings to the table. And he indicated the

organization, which boasts 530 aircraft and 55,000 volunteers, would welcome increased involvement in homeland security.

A need for aerial surveillance

Even though Dent formulated his homeland security bill after a trip to the U.S.-Mexican border at Laredo, Texas, Bortz said it was a retired 88-year-old pilot named Dave Miller who first pitched it to the congressman.

"It was his idea to use CAP," Bortz said. "He presented it to the congressman before he went to Laredo."

While at Laredo, Dent was "disturbed and surprised" to learn that Customs and Border Protection does not have access to enough aviation assets to help counter the influx of illegal aliens migrating across the Rio Grande.

"This legislation would help CBP increase its aerial surveillance capabilities at the border by enlisting the aid of the Civil Air Patrol," Dent said.

Making the missions official

The Air Force has authorized a "Concept of Operations," which provides for CAP assets to be used for missions not specifically directed by the secretary of Defense. Dent's legislation would formalize that arrangement between the Air Force and the Department of Homeland Security.

Pineda noted at the subcommittee hearing that he believed the legislation would ultimately "diminish the red tape" that sometimes prevents CAP from getting involved quickly in a natural disaster or border incident.

HR 1333 authorizes the secretary of the Department of Homeland Security to utilize CAP assets in two important kinds of homeland security missions. First, they can be deployed to protect against illegal entry, as well as against "trafficking in goods, currency, people and other substances." Second, they can be utilized in response to an act of terrorism or natural disaster by assisting in damage assessment, search and rescue, evacuations and transportation of essential materials.

Pineda said the establishment of such a memorandum of understanding between DHS and DOD would "quicken response time" by his organization and possibly save lives.

Modern-day successes

In recent years, CAP's homeland security efforts have steadily increased in response to the nation's post-9/11 security needs, providing professional-level services by skilled volunteers at a cost of about \$100 per flying hour. Some of CAP's most recent homeland security missions include the following:

- CAP partnered with the Air Force in its terrorism preparedness exercises, including at least monthly Falcon Virgo exercises in the skies above Washington, D.C.; in Ardent Sentry exercises providing satellite-transmitted digital imagery of critical infrastructure at sites across the country; and during the Air Force's test of its new Visual Warning System, which signals pilots who fly in the Washington, D.C., area's no-fly zones with low-power laser beams.
- CAP's Arizona and New Mexico wings participated in border patrol exercises, flying 94 training sorties and more than 319 hours to support U.S. border protection using high-tech hyperspectral imaging to detect and report several instances of suspicious activities.
- CAP's terrorism prevention missions include the monitoring by air and land of military equipment transports in Pennsylvania; more than 120 hours of observation missions flown along the Alaskan coast in 2006 to protect cruise ships and other heavily populated vessels; and the escort of new Navy frigates traveling along the Kennebec River between Bath Iron Works in Bath, Maine, and the Atlantic Ocean. CAP also provided an eye in the sky at prominent sporting events, including the Kentucky Derby and Major League Baseball's all-star festivities in Pittsburgh.

An old pilot's 'guarantee'

Miller, a former Navy flier who still practices law in Easton, Pa., in Congressman Dent's district, said he "believes very strongly" in protecting the nation's borders by air. And he says his friends in CAP could contribute mightily to the effort.

"I guarantee you this would really work," he said. "If they see planes up there watching them, they won't come across." ▲

Operation Wrangler

Latest Texas Roundup Takes Aim at Human Smuggling, Drug Trafficking

By Steve Cox

Texas Gov. Rick Perry doesn't mince any words when it comes to protecting his state's border.

"A strong Texas border means a safer America," said Perry. "And until the federal government fulfills its responsibility to secure the nation's borders, we will continue to exhaust all available means at the state level to secure the Texas-Mexico border and protect our families and communities."

With that, Perry announced that the first high-intensity phases of Operation Wrangler earlier this year led to the apprehension of numerous criminals suspected of human smuggling and

drug trafficking. These criminals were intercepted and drug shipments halted, Perry said, thereby making Texas safer.

Operation Wrangler is a statewide expansion of a handful of 2006 highly successful border security "surge" operations that Perry claims reduced crime by an average of 60 percent in the sheriff-patrolled areas of his state's border counties.

Katherine Cesinger, a spokeswoman for the governor's office, said the Civil Air Patrol is playing "an integral part" in the initiative.

"The Civil Air Patrol is serving as an important reconnaissance tool, and is vital to our operations here in Texas," she said.

According to press releases from the governor's office, Operation Wrangler involves federal, state and local ground, air and water-borne assets, including more than 6,800 personnel, 2,200 vehicles, 48 helicopters, 33 fixed-wing aircraft and 35 patrol ships.

The fight to keep the Texas-Mexico border secure has drawn federal attention from as far away as Pennsylvania, where U.S. Rep. Charlie Dent, following a congressional trip to the Texas border town of

Laredo, drafted federal legislation to make Civil Air Patrol assets more readily available for homeland security.

Dent introduced the Civil Air Patrol Homeland Security Support Act of 2007 to address concerns raised to him by officers of Customs and Border Protection, who said they lack aviation assets and resources for their mission.

"I believe that by bringing CAP into the homeland security equation, this legislation will help in our fight against illegal immigration and will become an integral part of our nation's strategy to maintain border security," Dent said.

The congressman's bill is currently in subcommittee, awaiting consideration by the House of Representatives. Perry, meanwhile, is asking the Texas Legislature for additional funding to sustain border security efforts.

"This latest operation has not only made Texans safer," he said. "It underscores the need for state lawmakers to provide the \$100 million Texas needs to continue these operations while the federal government implements new border security measures." ▲

Cadets 'Make' **Lawmakers, CAP Officers Praise Youths**

Legislative Day



Photos by Jim Tynan and Susan Robertson, CAP National Headquarters

From left in CAP uniforms, Pennsylvania Wing members Cadet Staff Sgt. Mark Lee; Capt. Llyn Carter; Cadet Anthony Carter; Maj. Reginald McDonald; Lt. Col. Walter Vertreace, chief of staff of the Pennsylvania Wing; Cadet Senior Airman Arianna Collins; and Cadet Cheyenne Smith stand with Alex Halper, an intern in the office of U.S. Rep. Charlie Dent of Pennsylvania.

By Neil Probst

Legislative Day 2007 can be summarized in one word — cadets.

From start to finish, whether meeting with U.S. senators or senior officers, Civil Air Patrol cadets took the spotlight. All agreed CAP's future and Legislative Day success are tied to the 22,000 young men and women who make up CAP's cadet program.

On March 1 CAP officers and cadets traveled to Washington, D.C., to brief their congressmen on accomplishments in their wings. This year's agenda also included a request to support the Civil Air Patrol Homeland Security Support



Delaware Wing Cadet of the Year Maj. Justin McCullough meets with U.S. Sen. Thomas Carper of Delaware, himself a former CAP cadet. McCullough presented Carper with a 2006 Civil Air Patrol Annual Report to Congress and sought Carper's support of U.S. Rep. Charlie Dent's Civil Air Patrol Homeland Security Support Act of 2007.

Act of 2007, sponsored by Rep. Charlie Dent of Pennsylvania.

For CAP members, that meant hustling to the Metro from their hotel, zipping up to Capitol Hill, and then hustling up and down the halls of House and Senate buildings to meet with their senators and representatives.

Relying on cadets during a day that required high energy was a given.

Pennsylvania Wing Lt. Col. Bob Meinert, the wing's executive director, couldn't say enough about the importance of cadets who made a lasting impression during visits to Reps. John Murtha, Robert Brady and Chaka Fattah, as well as Sen. Arlen Specter.

"You've got to see them in the meetings with the congressmen and the senators. When they sit down and they start talking and their eyes light up, it really engages the representative or the senator," said Meinert.

"The cadet presence actually makes Legislative Day," he added. "In Pennsylvania, they're a basic part of all our emergency services, as well as the cadet program, so they're intrinsically involved, and when they're involved and they're engaged, then the senators and the representatives are engaged."

Delaware Wing Commander Col. Russell Opland said, for the exact same reason, he takes the wing's cadet of the year to Legislative Day every year.

So this year, along with other



Fitzhugh Lee, a legislative fellow in U.S. Sen. John McCain's office, left, meets with CAP National Vice Commander Brig. Gen. Amy Courter, second from left; cadet Col. Christine Johnson of the Georgia Wing; and Lt. Col. Jorge Del Rio of the Florida Wing in the senator's Washington, D.C., office.

wing members, Opland brought cadet Justin McCullough to meet with Delaware U.S. Rep. Mike Castle and U.S. Sen.

Thomas Carper.

"Without exception, the members of Congress are excited to see our cadets and always take the time to engage them in conversation, and they offer to take pictures with them," said Opland.

"The cadets are outstanding ambassadors for CAP, and I would strongly encourage all my fellow wing commanders to consider having a senior cadet accompany them on their congressional visits," he said.

Castle met briefly with Opland, who informed the lawmaker of the continued assistance the wing is providing the Delaware Department of Transportation by flying traffic management flights above Interstate

95 and other major state routes. Delaware's delegation also asked Castle to support Dent's homeland security act.

In addition to promoting CAP issues, the congressional visits also gave members like Opland the opportunity to thank legislators. For instance, Castle helped the wing get a hangar on Dover Air Force Base.

"I thought all of the staffers seemed generally interested in the issues. In the past I've left feeling some of the staffers we met were just being polite, but all of the ones we met this time seemed engaged and sincere in their desire to follow up on the issues we presented," Opland said.



Tennessee Wing Cadet Col. Antonio More', left; Southeast Region Vice Commander Col. Jim Rushing, second from right, also of Tennessee; and Tennessee Wing Commander Col. Barry Melton, right, meet with Rodney Bacigalupo, legislative assistant to U.S. Rep. Marsha Blackburn.

MORE THAN JUST LUNCH

Following the hustle and bustle was the grand finale — the Legislative Day Luncheon held in the Russell Senate Office Building's Russell Caucus Room, where President Truman signed Public Law 476 on July 1, 1946, permanently establishing CAP.

The food tasted great but was no match for the supportive comments from legislators and CAP members.

Longtime CAP advocate U.S. Sen. Tom Harkin of Iowa spoke to members about his own service as commander of the CAP Congressional Squadron.

And he spoke fondly of taking part in a drug interdiction mission that ensured the illegal drugs that were confiscated would not reach

American streets.

"I'm proud to have worked with so many of you and your predecessors in the past to make sure Civil Air Patrol continues its mission here in the United States, and not

only in search and rescue. We also expanded a lot of the programs of the Civil Air Patrol back in the '80s and early '90s, when we got the Civil Air Patrol involved in drug interdiction and flying missions," he said.

Of all his comments, one resonated for all present.

"As much as we are doing and have done in the past protecting our country, I still believe the most vital function of Civil Air Patrol is the cadet program," he said, to heavy applause.

LAWMAKER'S ACCOLADES

More fervid applause met the sentiments of Dent, whose homeland security act would authorize CAP to assist federal border patrol authorities in preventing illegal entry

and trafficking in "goods, currency, people and other substances," according to the text of the act.

"I think this idea is long overdue. We have the aircraft, we have the pilots and we know these pilots want to fly. Let's give them that opportunity," said Dent.

"I want to thank the Civil Air Patrol for what they do and for all the opportunities they present to our young people," he said.

"I very much appreciate their efforts to help this nation during times of crisis," Dent added. "When floods occur, I know the Civil Air Patrol is out there doing damage assessments and assisting the Coast Guard (with disaster response)."

ALASKAN ALLY

Sen. Ted Stevens of Alaska, who joined CAP in 1953 and served as a legal officer, echoed his colleagues' sentiments,

"I really continue to believe this partnership we have in Alaska between the Air Force, the Air Guard, CAP and civilian pilots to establish a network for safety, training and search and rescue is a model for all of you," he said.

"In our state, 70 percent of our communities can be reached only by air. We do not have a road system like you all do; we have an air system, and it depends upon total coordination of all involved in aviation to ensure safety and that those people who need help get it. CAP is really a basic part of that, and they put in a tremendous amount of time and

effort. I'm really proud of CAP in Alaska and I'm glad to work with you," Stevens said.

PAST, PRESENT AND FUTURE

Three moving speeches by two CAP members and a subchaser capped the luncheon.

Lt. Col. Van Don Williams, a New York City firefighter who rescued two people from Tower One at Ground Zero after the terrorist attacks on Sept. 11, spoke of the importance of cadets and said his fellow speaker, Cadet Capt. Kristin Ruesch, represented the future of CAP, himself the present and subchaser Col. Lester Wolff the past, as the three stood together in the room.

"If you give of yourself, the reward is when you receive it back ... when you look around at the cadets who come after us," he told the audience.

Wolff unified the past, present and future in his remarks when he alluded to CAP's founding mission and the importance of today's cadets in protecting our nation's future.

"I want to thank you for continuing the work we started 65 years ago. I met Gill Robb Wilson (an aviator instrumental in CAP's creation) at that time and we were in the midst of a very difficult struggle, when there was nothing left on the East Coast of the United States, and we were plagued by submarines just off our coast," said Wolff.

"They really did (come close), sometimes a few hundred feet from our shore. I want to credit my colleagues for having the guts and the inspiration to get out there as volunteers in the true spirit of what America is all about, the idea of

volunteerism.

"We are a civilian nation even though we have a military. We are a civilian nation, and the work that you are doing with the young people of this nation is very important for the future of this country," he said.

As Wolff drew attention again to the cadets, Ruesch gave perfect testimony to the profound impact CAP has had on her life since she joined in 2003.

"Now 3 1/2 years later, I cannot believe where I am. The reason why I got here is not because of myself, but because of the people in CAP who showed me what I can do, and it continues to amaze me," she said. ▲

The Florida Wing's Lt. Col. William "Bill" Brockman, a Civic Leadership Academy instructor, left; Lt. Col. Alvin J. Bedgood, chief of staff of the Southeast Region; Cadet Lt. Col. Ryan McCord, a Civic Leadership Academy attendee; Florida Wing Vice Commander Lt. Col. John Varsames; and Col. Eileen Parker, deputy chief of staff for support, surround Rep. Alcee Hastings of Florida.



Photo courtesy of Congressman Hastings' staff

Members Meet Legis

Photos by Susan Robertson and Jim Tynan, CAP National Headquarters



Col. Lester Wolff, left, founder of CAP's Congressional Squadron; U.S. Sen. Tom Harkin of Iowa, commander of the CAP Congressional Squadron; and Col. John Swain pause for a photo during the Legislative Day Luncheon. Swain, deputy commander of the Congressional Squadron, provided training to CAP members on how to interact with their senators and representatives.



Col. Lester Wolff, left, founder of CAP's Congressional Squadron and a retired U.S. congressman from New York, is joined in cutting an anniversary-themed cake at the Legislative Day Luncheon by Civil Air Patrol National Vice Commander Brig. Gen. Amy Courter and National Commander Maj. Gen. Antonio J. Pineda.



Michael Dominguez, principal deputy under secretary of defense for personnel and readiness, speaks during the Legislative Day Luncheon. A longtime supporter of Civil Air Patrol, Dominguez said CAP members are a visible, tangible symbol every day of the volunteer spirit throughout America, especially in communities that no longer contain a uniformed military presence.



CAP National Commander Maj. Gen. Antonio J. Pineda, center, stands with newly promoted Cols. Buddy Harris of Florida, left, and Martin Miller of Arizona, who hold plaques honoring their service as subchasers during World War II. Both also received CAP's Distinguished Service Medal.

Volunteers on Capitol Hill



Arkansas Wing Commander Col. Robert "Bucky" Britton, left; Chief of CAP Chaplain Service Col. Charles Sharp, second from right; and Lt. Col. Jim Gilbert, Arkansas Wing government relations officer, present a plaque to U.S. Rep. Victor Snyder of Arkansas.



U.S. Sen. Ted Stevens of Alaska commended the partnership among the Air Force, Alaska Air National Guard and Civil Air Patrol.

CAP National Commander Maj. Gen. Antonio J. Pineda presents a model of a World War II-era CAP Stinson to Sen. Tom Harkin. Harkin, a longtime supporter of CAP, commands the Congressional Squadron and, in 1985, helped get CAP its first-ever appropriated funding for new aircraft, which has continued every year since. In 1986, he co-sponsored legislation that resulted in CAP receiving about \$7 million for equipment and operations supporting counterdrug activities.



Legislative Day Luncheon speaker Lt. Col. Van Don Williams, right, told attendees he and fellow speakers Col. Lester Wolff, left, and Cadet Capt. Kristin Ruesch represent CAP's extraordinary past, present and future efforts.



Col. Robert Vawter, left, the Delaware Wing's government relations adviser; Lt. Col. Eugene Egry, wing vice commander, second from right; and Col. Russell Opland, Delaware wing commander, meet with Rep. Michael N. Castle in his Washington, D.C., office on Legislative Day.



Attending the Legislative Day Luncheon from Ghana were, from left, Joshua Amarquaye Amartei, Nicholas Nii Tettey-Amarteifio, Christiana Asabia Ntim and Nii Lantey Quarcopone. CAP members standing with them were Chaplain (Lt. Col.) Delano Ellis II, third from left, and Lt. Col. Van Don Williams, right.

Sharing the World

CAP National Commander Maj. Gen. Antonio J. Pineda dons authentic Ghana clothing at the Winter National Board meeting in Washington, D.C.



This year when U. S. Civil Air Patrol cadets explore aviation abroad as part of the 2007 International Air Cadet Exchange, there will be a new destination on the itinerary — Ghana!

CAP welcomed the National Cadet Corps of Ghana as a new

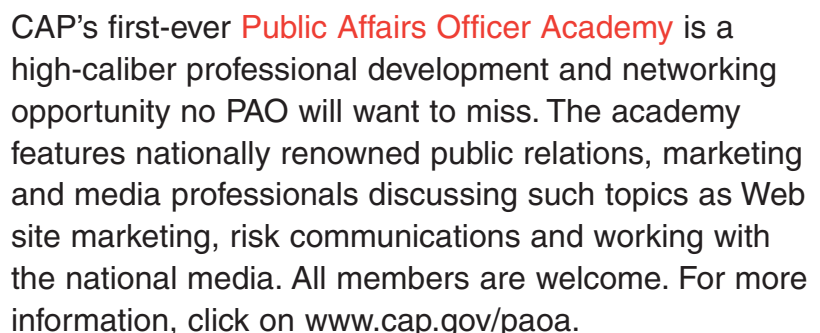
member of IACE during the Winter National Board meeting. Ghana, the first African member nation of IACE, is among 19 countries participating in the youth exchange program.

When CAP cadets participate in IACE each summer, they're doing more than spending a few weeks abroad and exchanging

By Jennifer S. Kornegay

“We are sending an adult observer to this year’s exchange program in Ghana to see what they’re offering other cadets from other countries who are going this

“There is a global need in the aerospace industry for youth to be excited about aviation and aerospace,” Smith said, adding, “IACE is one way to do that.” ▲



Time Capsule Bridges CAP's Past, Present and Future

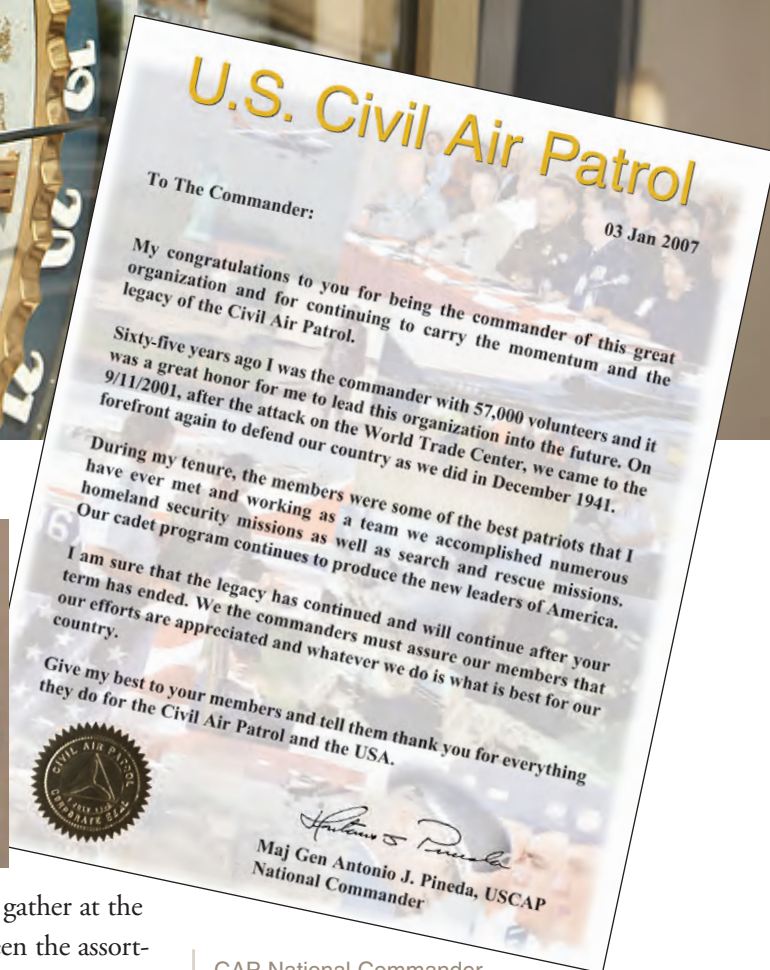
By Kimberly L. Wright



In the year 2072, U.S. Civil Air Patrol members will gather at the annual Winter National Board meeting, where in between the assortment of organization-shaping decisions and debate, they will marvel at the contents of a time capsule from 65 years ago.

Fifty-two wing commanders or their representatives and eight region commanders launched the time capsule into the future, so to speak, at a dedication ceremony held during Winter National Board 2007, by submitting items that captured the spirit of their wing or region.

The time capsule dedication, the grand finale of CAP's yearlong 65th anniversary celebration, began with a cake-cutting celebration at the 2006 CAP Annual Conference in Reno, Nev. The observance

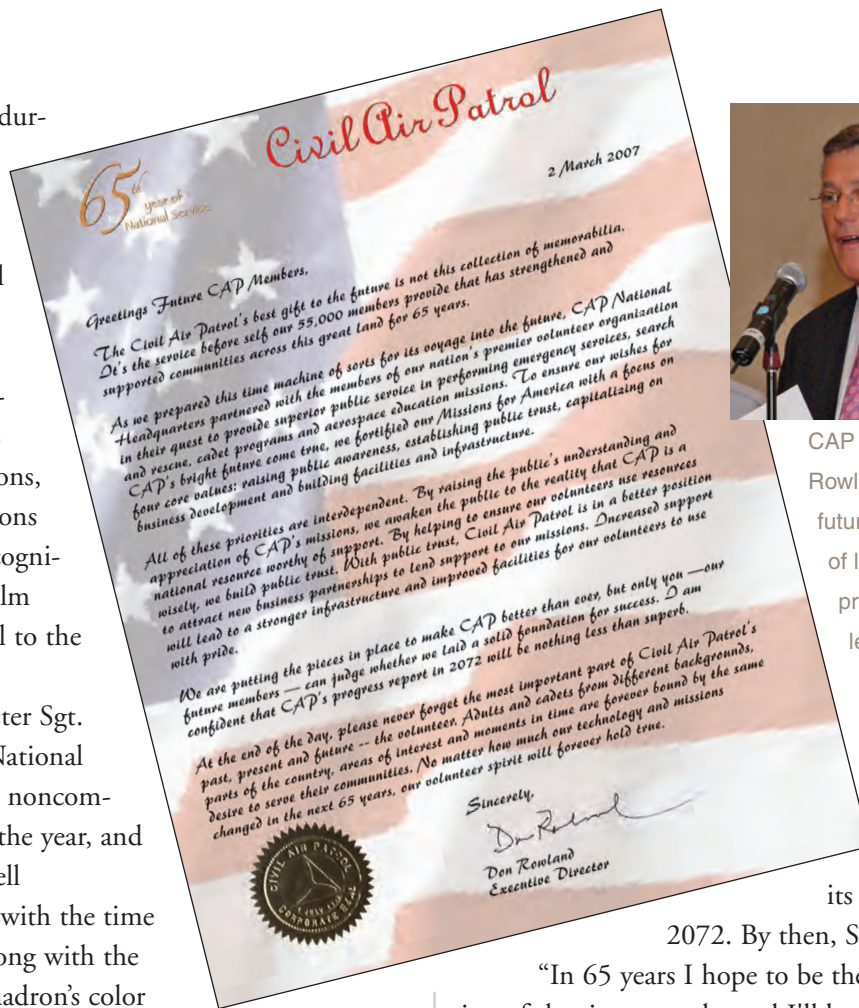


CAP National Commander Maj. Gen. Antonio J. Pineda hands his time capsule contributions — including a personal letter to the national commander 65 years from now (shown above) — to time capsule attendant Cadet Airman Darnell Willingham of the National Capital Wing's Arlington Cadet Squadron, right, as one of the squadron's flag bearers, Cadet Airman 1st Class Michael Firth, stands at attention in the background.

reached a crescendo during the 65th anniversary Moment of Silence led by CAP National Headquarters at Maxwell Air Force Base, Ala., and reverberated in numerous nationwide celebrations, as well as proclamations and other official recognitions — from the Palm Springs City Council to the U.S. Congress.

Cadet Senior Master Sgt. Julie Sandoval, the National Capital Wing's 2006 noncommissioned officer of the year, and Cadet Airman Darnell Willingham assisted with the time capsule festivities, along with the Arlington Cadet Squadron's color guard. The cadets served as a living, breathing representation of CAP's future.

The 18-year-old Sandoval is looking forward to seeing the time capsule's life cycle come full circle. The time capsule will remain on display at CAP National



CAP Executive Director Don Rowland, in his letter to the future, explains the kind of legacy he hopes present-day CAP will leave behind for future members.

Headquarters at Maxwell Air Force Base, Ala., until its grand reopening in 2072. By then, Sandoval will be 83.

"In 65 years I hope to be there to see the reopening of the time capsule, and I'll be able to say I helped place history in that capsule," she said. "I am truly grateful I was given the opportunity to participate in this great event. It was a privilege to be chosen to receive these items that will be looked upon with awe in the future by cadets just like me."

All participants were honored to take part in the time capsule's beginnings.

"I hope future members will learn about our past, our struggles to grow and the members who worked diligently to make CAP the premier volunteer service organization in the United States," said Ohio Wing Interim Commander Lt. Col. Dave Winters.

Time capsule contributions provided a kaleidoscope of CAP's missions, from sea to shining sea. The New Hampshire Wing submitted a photo of the wing's fleet of seven airplanes, said wing commander Col. Don Davidson, "as a reminder for 65 years from now, when we're all flying jets on missions



Col. Len Blascovich, CAP's national historian, presented a history of CAP's wing patches and aeronautical badges for the time capsule—the clear plexiglass box on his left.

and searches,” a comment that generated applause.

Contributions from the New York and Massachusetts wings highlighted the wings’ missions in the aftermath of the Sept. 11 terrorist attacks — from transporting medical supplies to flying photographic missions above Ground Zero.

“It was an easy decision for us,” said Massachusetts Wing Commander Col. David Belcher. “We tried to think of something significant that happened, and for us, the events of 9/11 surely were very prominent in the Northeast, New York,

Massachusetts and the surrounding area.” In addition to the New York Wing’s aerial photos of Ground Zero and lower Manhattan from Sept. 12, 2001, a wing headquarters patch and a news release symbolic of the wing’s disaster relief support after 9/11 were submitted.

Emergency response missions were also represented in the Colorado Wing’s contributions. Commander Col. Greg Cortum presented a photo and article about the wing’s blizzard missions in January 2007, when CAP aircrews spotted stranded motorists and cattle. “The Colorado Wing wants everyone in the future to know we train hard and we’re ready to perform when we are needed. We live to serve and help the state,” he said.

One time capsule contribution embodied both the spirit of the wing from which it came and the spirit of CAP — the New Mexico Wing’s Zia Sunset patch. “The symbol was designed 1,500 years ago by the ancestors of the Zia Indians,” explained New Mexico Wing Commander Col. Frank Bueth. “It represents the sun, the giver of life. The rays that emanate from the sun in four cardinal directions represent the Zia belief that man

has four sacred obligations — to develop a strong body, a clear mind, a fierce spirit and devotion to the welfare of the people, which today we translate into the core

values of the Civil Air Patrol. Sixty-five years from now, this symbol will mean the same thing to those who will open the time capsule.”

To help future CAP members make sense of the submissions, CAP National Historian Col. Len Blascovich submitted monographs explaining the history behind CAP wing patches and aeronautical badges, noting, “I thought that was appropriate since a lot of wing patches were submitted. The monographs explain what we

wore, when we wore it and why.”

Besides the wing and region commanders, CAP National Commander Maj. Gen. Antonio Pineda, Vice Commander Brig. Gen. Amy Courter, Executive Director Donnie Rowland, CAP-U.S. Air Force Senior Adviser Col. Russell Hodgkins and CAP Board of Governors Chairman and former national commander Maj. Gen. Richard Bowling also submitted items to the time capsule.

The emphasis on the future gave CAP members a chance to ponder the legacy of present-era CAP members. Said Montana Wing Commander Col. Robert Hoffman: “I hope the members in the future will look back on our time capsule era as an era of change for the better.”

His feelings of hope were echoed by Pineda. “I hope the CAP members of the future will look back on us with the same awe and appreciation we have when we think about the subchasers from 65 years ago, who vigilantly patrolled our shores against the U-boat menace, fueled by patriotism and courage, and with much simpler tools than the ones we use today in our Missions for America,” he said. ▲



CAP time capsule contributions includes an assortment of wing patches from across the nation, a wing patch plaque from the Wisconsin Wing, an emergency locator transmitter, a South Carolina Wing encampment shirt, a Mississippi Wing hat and an ornamental bell from the West Virginia Wing.



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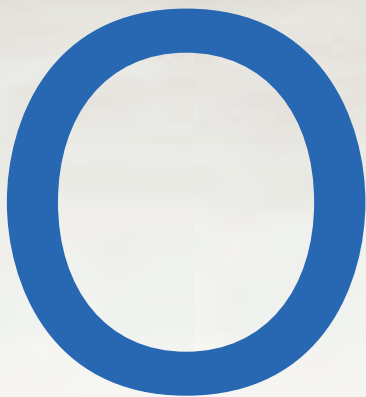
From left, Civil Air Patrol 1st Lt. Scott Bakker, officer James Metcalfe and Capt. Tom Moore, all with the Oregon Wing, stand in front of the CAP Cessna 182 Skylane they flew on the successful search for pilot Marshall Alexander.

Angels Above

CAP Aircrew Finds Pilot

Oregon Army National Guard helicopter crew picks up aviator alone in snow after CAP marks pilot's location

By Neil Probst



On any other day, the drone of a passing plane's prop might seem ordinary. Not for Marshall Alexander.

Shortly after 10 p.m. on a starry March night, Alexander crash-landed his 1956 Cessna 182 in the snowy, steep Cascade Mountains of southwest Oregon. His bones were broken, his body was spent and he was all alone.

Twice the sound of propellers caused his heart to jump with relief as planes hummed overhead, but the aircraft kept flying toward Portland, oblivious of the needy aviator.

Alexander prayed to God for help, and his prayers were answered.

The next time he heard propellers above, more than five hours later, he

waved a flashlight upward and shot off a flare.

About 3:30 a.m. Oregon Wing member 1st Lt. Scott Bakker saw the light, and he and his fellow aircrew members Capt. Tom Moore, the pilot, and officer James Metcalfe, the mission scanner, turned toward Alexander.

"We started seeing his blinking flashlight, and at that point we orbited over the top of him," Bakker said. "I had just purchased a spotlight, and we flashed light signals back and forth to determine if he was OK."

Alexander was no longer alone.

"When he did start circling me, it was comforting because it was five hours later before I was rescued," said Alexander.

"I was just laying there in the snow. My chest and ribs were so sore I could only lay on my back halfway comfortably, so I was basically just looking up at the sky at the plane going round and looking at the stars and praying and praising God I was found."

Alexander, whose sternum and

Photo courtesy of Marshall Alexander, Klamath Falls, Ore.



Marshall Alexander, who recently crash-landed his 1956 Cessna 182 in Oregon's Cascade Mountains, was rescued by CAP.

foot were broken and heart and lung bruised, could now rest his mind.

"Even though I couldn't talk to them, it was comforting to know they were up there, and I figured if something got worse, I could start flashing my flashlight at them, and maybe we could have worked out some communication," he said.

Alexander penned a journal account of his experience in which he thanked God and the numerous people who saved his life. These included the crew of the Oregon Army National Guard helicopter

that pulled him out of the crash site at about 8 a.m. and flew him to safety.

"I learned that those planes were from the Civil Air Patrol and were manned by Scott Bakker, Jim Metcalfe and Tom Moore. Bakker is out of Brookings, Ore., and was the one who first spotted me," Alexander wrote after the rescue.

"He was the angel in the sky for over three

hours, just circling, giving me comfort with the drone of his airplane engine that I was found and would be rescued. I looked up into the heavens singing every praise song I could remember. I prayed and told the Lord I am his," Alexander wrote.

For Bakker, whose search and rescue experience spans 30 years, there's still nothing routine about saving a life.

"The feeling of rescuing somebody or saving somebody's life, you can't put a price tag on it. It kind of rejuvenates you every time," he said.

"He (CAP 1st Lt. Scott Bakker) was the angel in the sky for over three hours, just circling, giving me comfort with the drone of his airplane engine that I was found and would be rescued."
— From pilot Marshall Alexander's journal account of the crash



Photo by 1st Lt. Scott Bakker, Oregon Wing

Bakker is careful to point out that CAP search and rescues are a carefully planned team effort.

In fact, both CAP's Oregon and California wings recently became members of CORSAR, the California/Oregon Regional Search and Rescue Force, which was organized following the well-publicized death of James Kim, the father who died in the Oregon wilderness while seeking help for his stranded family.

CORSAR's development was largely inspired by the need for

Marshall Alexander's 1956 Cessna 182 rests nose-down in the snow of Oregon's Cascade Mountains. Alexander lay near the airplane for more than five hours at night, comforted by the presence of CAP Cessna 182s flying above.

greater communication and coordination between search and rescue teams and law enforcement at the county and state levels during such searches.

When Alexander became stranded, CORSAR search and rescue managers called on CAP for assistance.

According to a media release from the Jackson County Sheriff's

Office, Detective Sgt. Colin Fagan and dispatchers with Southern Oregon Regional Communications began tracing satellite phone signals after the accident and passed on possible crash coordinates to CAP, which led to the launch of Bakker's crew and a second CAP Cessna 182 flown by Capt. Larry Kendrick.

During the night Alexander

spent alone in the snow, Kendrick's crew buzzed above him after relieving Bakker's team for several hours.

Bakker lauded the teamwork.

"We all have to work together. We can't do it alone," he said, adding, "it serves our citizenry at the highest level when we work together."

Bakker said the rescue involves not just teamwork but also technology. Alexander agrees. The pilot battled not just cold and pain during the night, but also communication woes.

Alexander spoke with his family sporadically by satellite phone, but key exchanges with rescuers on his hand-held radio didn't happen.

"I've heard he (Bakker) has that big loudspeaker thing. That would have been good, because he could have yelled down to me to change to another frequency, then I would have turned my radio on the right frequency and at least we could have talked and I could have said, 'I'm doing fine. I'm just waiting to get rescued,'" said Alexander.

Bakker strongly advocates the public address system as an added search-and-rescue tool that could even be used to transmit the voices of mothers and fathers whose children become lost in the wilderness.

Recently, National Public Radio interviewed Bakker following a successful test of the system.

"This is one of the best things we could have ever thought of having for search and rescue, tsunamis, lost children and adults in the woods or even lost people at sea, because the communication factor of this public address system is paramount," he said. ▲

Oregon Wing Part of SAR Task Force

A member of the U.S. Civil Air Patrol's Oregon Wing is serving on a search and rescue task force recently created by Gov. Ted Kulongoski to assess the need for changes in search and rescue procedures for the lost and stranded.

According to a news release from the governor's office, Kulongoski officially ordered creation of the task force "to decide whether to amend state laws, administrative rules and related policies to ensure proper coordination, communication and effective pooling of resources between federal, state and local authorities in search and rescue operations."

Maj. David Rudawitz, emergency services officer for the Oregon Wing, was invited by Kulongoski to serve on the task force alongside more than a dozen other officials and community members, including lawmakers, emergency management officials and police and sheriff's department officers.

"I think it was important CAP was involved on the task force," said Rudawitz. "The governor indicated agencies that participated would be invited to be members of a permanent state-level search and rescue policy commission, which was one of the recommendations of the task force."

"That means that in the state of Oregon, Civil Air Patrol is being viewed as an equal agency with the sheriff's departments and other state and federal agencies that are involved with search and rescue here," he said.

For Rudawitz, being part of the task force was especially meaningful.

"This was probably the most exciting thing I've been involved in, and I've been in CAP since 1976," he said.

"It was an opportunity to be recognized and make a contribution at a very high level, so it was very exciting to be involved."



Maj. David Rudawitz



Gov. Ted Kulongoski



Civic Leadership Academy

A Live Civics Lesson for Youth

By Kimberly L. Wright

To find out what's going on in Washington, D.C., most people read newspapers, scan online coverage and watch the nightly news.

One group of young U.S. Civil Air Patrol stars recently had the opportunity to do more than watch. They were there, and not as mere tourists.

Civic Leadership Academy, an elite cadet enrichment program, annually gives top cadets from across the country the opportunity to gain an insider's perspective of civics in action and a better understanding of how their

vast, powerful nation is governed.

This year 24 cadets participating in the activity visited sites of national significance, met the movers and shakers behind the scenes and read an assortment of supporting text so they could interact with the experience on an advanced level.

Among the sites on the CLA agenda were the CIA, the FBI, Capitol Hill, the Pentagon, the State Department, the Supreme Court, Arlington National Cemetery, Women in Military Service for America Memorial, the Smithsonian's National Air and Space Museum, the National World War II Memorial, the

Civic Leadership Academy cadets, above, from across the nation took advantage of a wealth of opportunities to grow as citizens and professionals, including interacting with members of Congress and other public officials, observing the Supreme Court in action and digesting it all with the aid of outside readings and guidance to help them make the most of their adventure.

Korean War Veterans Memorial, the Vietnam Veterans Memorial, the Lincoln Memorial and the America's Heroes Memorial (the Pentagon's Sept. 11 memorial).

Lt. Col. Beverly L. Scoggins, the

Pacific Region's adviser to the commander, noted the cadets gained rare Beltway access: "A day at the State Department, the FBI and the CIA, plus a tour of the Pentagon and observing an actual case being tried before the Supreme Court — these are things most Americans never get the opportunity to do," she said.

Personal connections help, said Lt. Col. Ned Lee, CLA activity director.

"The Civic Leadership Academy morphs and changes each year as we are able to make contacts in the various branches of government," he said, adding, "this year we benefited from the help of CAP alumni in the FBI."

Course mainstays include lessons in persuasive leadership, federal government, public service careers and American heritage. Cadets learn about the diligence and struggles involved in governing a nation and grasp the checks and balances of the nation's three branches of government, as well as the role of the media. They also learn from the public servants themselves about the sacrifices and rewards inherent in public service. The 2007 speakers included Jenny Toigo, section chief and a member of the FBI's senior executive service, and Sharon Storey, CIA military issues program manager.

In addition to guest speakers, informal lectures and a hearty blend of guided and self-guided observations, cadets interacted with the lessons through practicums, slide shows, interactive sessions and group discussions. Plus, those who

aspire to public office gained a competitive edge by learning how to be top candidates in various career fields. After they returned home, participants shared what they learned with their cadet peers in an oral final report.

The trip awed Cadet Col. Jake Reed of the Maryland Wing. "Throughout our visits to the various departments, bureaus and agencies, we were struck by a powerful sense of something more important than us," he said.

The environment at the nation's Capitol also impressed Cadet Maj. Joy Bork of the Kansas Wing. "The seemingly endless halls of statues reminded me that the people who founded our

Bork noted the emotional resonance the visits to the memorials had on the cadets. "The war memorials changed the attitudes of our group," she said. "After visiting the Vietnam Memorial, everyone seemed very somber. The reality of all the people who died so I can have freedom really hit me."

Bork said the most important concept she learned was the necessity of participation in government. "If I don't participate in the political process, then I am letting someone else blindly make decisions for me," she said. "Yes, it is arguable that Congress can't make all of us happy, but how can they know what we want without us telling them?"

For Reed, the academy was an unforgettable experience. "I have spent a few years in the Civil Air Patrol, and I have participated in countless activities and events. My week in Washington tops the list," he said. "No matter where my life takes me, in CAP or otherwise, I will always look back at CLA and remember the impact it had on my fellow students and me."

Lee was impressed by the personal growth he witnessed in the cadets. "They went from being 24 strangers, intimidated by the setting and uncomfortable with each other, to people with the courage to meet

and communicate with their congressmen and members of our government. Just watching them open up, grow, develop and blossom is more than I can express." ▲



The five female CLA cadets, Capt. Laura Reichardt, left, Lt. Col. Laura Steinberger, Lt. Col. Stephanie Petelos, Maj. Stefanie Burton and Maj. Joy Bork, show solidarity with "Rosie the Riveter" at the World War II Memorial, one of several places of cultural significance the cadets visited. "Rosie the Riveter" and her flesh-and-blood sisters struck a blow for the war effort and gender equality by performing crucial jobs left behind by the men who went to war in World War II.

nation were humans," said Bork. "Seeing figures of them and standing in the places where they stood gave me a real respect for the guts they had to create a republic like ours."



By Your LEAVE, Sir!

Mandatory Leave Law Aids Iowa Wing

By Neil Probst

Dozens of Iowa Civil Air Patrol members were called to duty in Ames at the beginning of April to look for Iowa State University sophomore Abel Bolanos. They left their jobs with the blessings of the state of Iowa, specifically the Legislature, as well as their own employers.

Iowa Wing members are able to use a mandatory leave of absence law passed about a year ago by the state Legislature to perform CAP missions without fear of losing sick or vacation pay. They can use the law's provisions whether they are employed by state or local government or a private employer.

Did such a luxury happen overnight?

Not a chance, said Lt. Col. Nick Critelli, the Iowa Wing's chief of staff and government relations officer, who works as an attorney in his paying job.

Critelli said years and years before the law was enacted, the wing began working with state and local lawmakers to build trust and demonstrate the wing's professionalism.

"We've built solid relationships, and we guard them with our life," he said.

Those relationships are paying off for wing members like Maj. John Halbrook and 2nd Lt. Norma Newton.

Halbrook, the education director for an ambulance service, had worked a 24-hour shift at his job on a Sunday before taking leave and joining the search for the Iowa State student the next day, a Monday.

His employer accepts the unpredictable schedule associated with CAP missions, and Halbrook can rely on the leave law when missions snowball.

"Because of the volume of missions we've had in the last few years, I've definitely needed the leave law in order to get the time off these missions have required," he said.

During the mission to find Bolanos, Halbrook worked with fellow CAP member 2nd Lt. Norma



Cadet Chief Master Sgt. Logan Trenkamp of the Dubuque Composite Squadron, one of the Iowa Wing members involved in the search for a missing Iowa State University student, scans a ditch along U.S. 30 outside Ames.

Newton, who works for the U.S. Department of Agriculture in Iowa.

The USDA let Newton take Monday and Tuesday off to assist with the search, a release that was not guaranteed in her past.

"I know in a prior position I held, if that law had not been in effect, my supervisor would not have allowed me to participate," said Newton.

During this mission, the leave law helped members spend from 700 to 1,000 man hours taking part in the search for Bolanos, who was later found dead by a dive

team in a lake in front of the Iowa State campus.

Iowa is not completely alone with its leave law. Minnesota and Maryland have similar leave-of-absence laws.

Leave laws in other states like Arkansas, Arizona and Louisiana apply to state government workers only.

Indiana has enjoyed success similar to Iowa's. According to information on Indiana Gov. Mitch Daniels' Web site, the governor recently approved two pieces of legislation, both amendments to existing law that benefit CAP members.

The first amendment declares that wing members in Indiana "may not be disciplined by an employer" for absence from work due to emergency service operations if the volunteers have "notified" employers of their CAP membership and if nongovernmental employees are not considered by their employer to be "essential."

The second allows secondary school students who are members of CAP up to five absences per school year for "certain emergency service operations" or for the duration of an International Air Cadet Exchange activity.

Critelli said no matter how many states seek the law, it is useless unless the proper bonds are built with lawmakers and employers.

"As long as we act professionally, train professionally and adhere to high standards, the Legislature will give us what we need to get the mission done. They don't give money to clubs; they don't change laws for clubs. If we're perceived to be nothing but a club, we're going to be treated like a club," he said. ▲

— Iowa Wing Public Affairs Officer Maj. Doug Jansen contributed to this story.

"We've built solid relationships, and we guard them with our life."

— Lt. Col. Nick Critelli,

Iowa Wing chief of staff and government relations officer

A BELATED SALUTE

Then-1st Lt. Leo Gray, one of the original pilots with the famed Tuskegee Airmen, poses for a photo in his P-51 Mustang after flying his 13th mission over Europe during World War II.



By Steve Cox

CAP's Tuskegee Airmen honored with Congressional Gold Medal

Photo courtesy of the Red Tail Project

Lt. Col. Leo Gray of Fort Lauderdale, Fla., likes to tell the story.

"They took that picture of me after I flew my 13th mission, on Friday 13 April, 1945, in plane No. 13," he said with a chuckle, describing a now-vintage photo of himself strapped into a P-51 Mustang he

flew over Europe during World War II as a member of the 100th Fighter Squadron, 332nd Fighter Group, 15th U.S. Air Force.

But make no mistake. Gray, a member of Class 44G (SE) and one of the first black aviators in the

U.S. Army Air Corps, is far from unlucky. He lives a charmed life these days. He even has a Congressional Gold Medal too big to hang from his neck.

Gray, now active in the U.S. Civil Air Patrol's aerospace education mission in south Florida, joined 300 other original Tuskegee Airmen — including Col. George M. Boyd, former commander of CAP's Kansas Wing — in Washington, D.C., for a national celebration recognizing the famed black aviators and their support personnel who overcame racial segregation to become some of the most distinguished military and civilian citizens in the U.S.

President George W. Bush and members of Congress saluted the Tuskegee Airmen on March 29 during a special Capitol Rotunda ceremony, honoring them with the nation's top civilian award — the Congressional Gold Medal.

The president told the men, “I would like to offer a gesture to help atone for all the unreturned salutes and unforgivable indignities. And so, on behalf of the office I hold, and a country that honors you, I salute you for the service to the United States of America.”

An honor and a privilege

Boyd and Gray, members of separate training classes at Tuskegee but linked by the experience, having both served in the 100th Fighter Squadron, speak proudly of the occasion.

“President Bush gave a beautiful speech, and then he saluted us, and we saluted him back,” said Boyd, who attended with his wife, Mattie. “It was an honor and a privilege. And we were glad to participate. It’s one of those things that only happens once in a lifetime.”

“That was an awesome experience,” said Gray, who agreed with the president that the honor was “long overdue.”

“It was better late than never,” he said. “I never thought it would happen.”

“It was an idea that had to mature,” said Boyd, as he wondered who would have ever thought such an honor would come to the 996 pilots and their support personnel trained at Tuskegee Army Air Field and Tuskegee Institute in Alabama. In all, 404 of those men were sent to Africa and or Europe as combat fighter pilots during World War II.

Overcoming enormous adversity

Despite flying more than 15,000 sorties over North Africa and Europe, with a superb escort record, the Tuskegee Airmen returned to the U.S. to suffer the same legalized segregation and second-class citizenship they experienced before and during the war.

“The Tuskegee Airmen were fighting the double V,” Christopher Strain, a history and American studies professor at Florida Atlantic University in Boca Raton, told the *Sun-Sentinel* of South Florida in an interview with Gray before the gold medal presentation ceremony.

“Victory against fascism and victory against racism at home.”

The airmen were instrumental in helping to make the Civil Rights Movement more effective by the thorough integration of the U.S. Armed Forces.

At the presentation ceremony, President Bush said, “Yours is the story of the human spirit, and it ends like all great stories do — with wisdom and lessons and hope for tomorrow. The Tuskegee Airmen helped win a war, and you helped change our nation for the better.”



Tuskegee Airmen George M. Boyd, right, in 1949 at Lockbourne Army Air Field with the late Capt. Elwood T. “Woody” Driver, commander of the 100th Fighter Squadron.

Remembering the “Red Angels”

The airmen of Tuskegee were nearly forgotten heroes, lost on the pages of history books, until two major commercial video productions aired their story. The first was a documentary titled “Black Eagles” by Tony Brown’s Journal. It first aired on PBS during Black History Month in 1983. The second was titled “Tuskegee

Airmen,” an HBO drama, which first aired in August 1995. Both productions highlighted the feats of these airmen, who were battling the real enemy, the Germans, and often were faced with an enemy within their own Army Air Forces — racism.

These racist attitudes were documented in official U.S. War Department documents from the Army Historical Institute at Carlisle Barracks, Pa., in 1925. The documents said that blacks lacked the brains and courage to be combat airmen. Yet, despite this hostile environment on the homefront, the Tuskegee Airmen persevered.

“I think the pilots coming out of Tuskegee were as good as any,” said Gray.

The pilots were called “Red Angels” because their aircraft tails were painted red.

“We were just doing what we had to do,” said Gray, who enlisted from Boston in the Army Air Forces. He graduated from Boston English High School in 1942.



Former Kansas Wing Commander Col. George M. Boyd, right, became a Tuskegee Airmen cadet in 1944.



Lt. Col. Leo Gray, above, as a Tuskegee Airmen cadet, is still active with the Civil Air Patrol. At left, Gray poses for a photo at Challenge Air 2007 in Fort Lauderdale.

Impeccable military records

Following his pilot training at Tuskegee, Gray flew 15 missions out of Italy during War World II as a pilot with the 100th Fighter Squadron, 332nd Fighter Group. His job was to protect and escort the Allied bombers flown by white pilots.

“We did that to the best of our ability,” Gray said, noting the black pilots who got their wings at Tuskegee destroyed or damaged 409 enemy aircraft, including 112 destroyers in aerial combat. But they paid a price. Seventy-eight Tuskegee Airmen were killed overseas, most of them by ground fire or routine aircraft accidents. But 12 were killed in aerial combat. In addition, 34 of the airmen were captured and became prisoners of war. Numerous airmen were downed but managed to evade capture by the enemy.

“You never knew when you went on a mission if you were going to come back,” Gray told the *Sun-Sentinel*.

Boyd, a member of Class 45-G, became a Tuskegee Airman in 1944, shortly after Gray. A native of

Leonia, N.J., he is an Air Force veteran of World War II, Korea and Vietnam, with impressive credentials of his own.

Boyd served as a squadron adjutant, detachment and squadron commander, management engineer and jet fighter radar intercept officer for more than 28 years with the Air Force, from which he retired as a major. In the Korean War, he flew with the 318th Fighter Interceptor Squadron, which was the first Air Force fighter squadron stationed 900 miles from the North Pole. Boyd holds the record for flying 58 hours and 28 minutes as a combat radar observer during a one-month period in the Lockheed F-94 Starfire, a jet fighter interceptor.

During the 1970s, Boyd served on the Air Force committee that designed the Race Relations Institute, now known as the Department of Defense Equal Opportunity Management Institute located at Patrick Air Force Base, Fla.

Outstanding civilian service

Indeed, both Boyd and Gray have made significant contributions to the welfare of their country through their military and civilian careers. And even though they barely know each other, they are also linked today as active members of CAP.

Boyd, 80, helped develop the legislation for creation of the Kansas Department of Civil Air Patrol in 1985. In 1996 he was appointed director of the department and in 2000 became commander of the Kansas Wing and was promoted to the grade of colonel.

Boyd served on the CAP Constitution and Bylaws Committee that recommended creation of the Board of Governors. He recommended the continuation of CAP's National Executive Committee and the National Board.

Today, Boyd, like Gray, is active at schools and other organizations around the country, speaking about the significance of the Tuskegee Airmen, the Civil Air Patrol and American citizenship. Boyd also serves as CAP's official liaison to Tuskegee Airmen Inc.

Keeping their stories alive

Gray, who celebrates his 83rd birthday on May 30,



Photo courtesy of Kansas State University at Salina.

Col. George Boyd, center, shows off his Congressional Gold Medal as Col. Barney King, left, commander of CAP's Kansas Wing, and Dennis Kuhlman, dean of Kansas State University at Salina, look on.

has been active in aerospace education while a member of the Fort Lauderdale Composite Squadron. Since joining the squadron in the mid-'90s, he has shared his life experiences with many children and adults.

"You never know how people will react to you, but I've had a pretty good reaction," said Gray.

Lt. Col. William H. Ferguson, director of finance for CAP's Southeast Region, said Gray's influence is great among the wings' cadets.

"We are very proud of Leo," Ferguson said. "He has been a teacher, adviser and motivator par excellence to our cadets, and believe me, he loves our cadets."

Both Boyd and Gray take their replica Congressional Gold Medal with them when they make presentations. Designed by the U.S. Mint, the actual medal contains 15 ounces of gold and will be housed at the Smithsonian Institution in Washington, D.C. Upon request, the medal will be made available for temporary display at museums around the nation.

The replica medal, made of bronze, is equally impressive and heavy, Gray said.

"I thought it would be small enough that I could wear it around my neck, but it is too big. It is 3 inches in diameter and weighs 8 ounces. You probably would have to have a pair of crutches to do that," he said.

Instead, he carries it in a plastic bag, and he gladly shows it off to anyone who is interested.

"If nobody sees it, what good is it," he said. ▲

Zimbabwe Family



Finds Home in CAP



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the Argus (S.D.) Leader*

By Nestor Ramos

2nd Lt. Mick Stanton gazed out the second floor window, watching snow as fine as dust blow steadily across the airport runway.

It was getting late, and the sun was low, painting a landscape in two colors.

“That,” he said, “is not a picture of the African bush.”

In the seven years since he and his family arrived in Sioux Falls at the end of a 36-hour airplane journey, Stanton has grown accustomed to looking out the window and seeing a different world.

When Stanton and his family got on a plane in July 2000 in Zimbabwe, the country where they’d spent their lives, they didn’t know for certain that he was leaving for good. But the ugly situation there would only get worse. Now Stanton is on the path toward becoming a U.S. citizen.

Stanton, his wife Patricia and their four children lived on the land Stanton’s family settled on in the 1940s, when the country, then known as Rhodesia and ruled by a white minority, was controlled as a colony by the United Kingdom. In that climate Stanton, 43, grew up and watched as the country transformed. In 1980, with the election of Robert Mugabe, Zimbabwe became an independent nation.

In the 20 years between Mugabe’s rise to power and Stanton’s hasty exit, things changed slowly but inexorably.

"No matter how fast your brain works, nothing happens fast in Africa," he said.

What began as a program that allowed the government to buy land from willing farmers evolved into intimidation and ultimately forcible acquisition. He would wake early to drive the roads between the farm and the school before the children were up, then do the same thing again in the afternoon.

The security fence? "Bolt cutters could take care of that," he said.

"It's just one of those things that's awkward," he said, and laughed at the understatement. "You can stay and die, or you can live."

Stanton doesn't read the news from Zimbabwe much anymore. His family and friends there are spread around the globe.

"I've made a decision about where I'm going. I'd rather put my energies into something that's going to be more productive," he said. Besides, when he does read the stories, he has nightmares.

They've carved out good lives for themselves here. Patricia's sister lives in Dell Rapids, which is how the Stantons found South Dakota in the first place. Mick Stanton is a foreman at L.G. Everist.

Lt. Col. Rick Larson, commander of the Sioux Falls Composite Squadron of the South Dakota Wing, described Stanton as a modest man who has been a key asset.

"He's outstanding — he's a ball of fire," Larson said. "He's got more energy than any six men combined. He told me one time, 'If I let something slip where I come from, the lion eats you.'"

The Civil Air Patrol is the U.S. Air Force auxiliary, which performs emergency services and operates cadet and aerospace education programs.

"He helps guide the cadet staff, which run their own program," Larson said. "He ensures the train-

ing is getting done for me."

Three of Stanton's children — Bradley, 17; Ashley, 15; and Jessica, 14 — are cadets.

Stanton, a lifelong pilot, is working to get the license he needs to fly missions with the Civil Air Patrol, though Transportation Security Administration rule changes since the terrorist attacks of Sept. 11, 2001, have made it difficult for those who are not U.S. citizens.

Stanton lists his nation of citizenship on documents as Zimbabwe, though he's not sure that's technically true anymore.

"I don't know if I'm a citizen of Zimbabwe," Stanton said. "With the situation over there, I might be stricken from the records."

The family's first week in America happened to coincide with the Fourth of July. But instead of celebrating, the Stantons were down in the basement, with their hands over their ears.

The fireworks sounded too much like the war they'd left behind.

2nd Lt. Mick Stanton, a pilot who relocated from Zimbabwe to South Dakota in 2000, works with the Sioux Falls Composite Squadron's cadet program. Three of Stanton's children — Bradley, 17; Ashley, 15; and Jessica, 14 — are cadets.



Photo by Nestor Ramos, Argus Leader reporter



A reserve aircraft from the Blue Angels' flight demonstration squadron, painted with the number 6 in memory of Blue Angels Lt. Cmdr. Kevin Davis, is on display at Sherman Field at Naval Air Station in Pensacola, Fla. Davis died in an air show crash in Beaufort, S.C., on April 21.

Photo courtesy of Bruce Graner, *Pensacola News Journal*

By Kimberly L. Wright

'He Will Always be Part of the CAP Family'



Photo courtesy of Boeing Photo Department

Blue Angel, Former Cadet
Touched Others With
Soaring Excellence

Lt. Cmdr. Kevin J. Davis lived the life many young aviators dream of, but few attain. He was a member of the Blue Angels — the Navy's elite flight demonstration squadron that inspires young and old at air shows every year.

His selection as a Blue Angel honored a flier who already had achieved so much. Davis attended elite flight training, graduating from the U.S. Navy Fighter Weapons School, also known as Top Gun, the one made famous by the 1986 movie. He was deployed aboard aircraft carriers and flew missions in support of



Operation Enduring Freedom, America's military response to the Sept. 11 attacks.

A top-notch aviator, Davis was also a top-notch person. "For a guy who achieved what most people would consider the pinnacle of aviation — he was still as down-to-earth and likeable as the first day I met him," said Heath Marsden, Davis' friend from their CAP cadet days. "He is one of the coolest and genuinely nice guys I've ever met. He was always smiling and had some kind of remark to put a smile on your face."

Davis died doing what he loved — flying — on April 21 in an air show crash at Marine Corps Air Station Beaufort, S.C. He was 32.

Before he became Lt. Cmdr. Kevin J. Davis of the Blue Angels, he was a Civil Air Patrol cadet in the Massachusetts Wing— one who, despite all he achieved through naval aviation, never forgot his CAP roots.

From CAP cadet to naval aviator

Davis joined the Camp Curtis Guild Squadron in 1990 after he moved east to Reading from his native Pittsfield, Mass.

Marsden said he and Davis were drawn to CAP for the same reason — aviation. Marsden, now of Newport, N.H., where he works as an airport planner,

noted the influence Davis and CAP had. "(CAP) definitely played a role in my acceptance at Embry-Riddle Aeronautical University and Kevin was the one who told me about ERAU," said Marsden.

Marsden says Davis wanted to be a Navy aviator even back then. "I don't remember him specifically saying the Blue Angels — although I guess it's every aviator's dream to fly for either them or the (Air Force) Thunderbirds," he said.

CAP gave the friends the opportunity to experience aviation, solidifying their ambitions for the future. "We both participated in the orientation flights as well as at least one of the Thunderbirds air shows at Hanscom Air Force Base (Mass.)," said Marsden. "We also went on many bivouacs together."

Davis graduated from Reading Memorial High School in 1992, leaving home and CAP behind to attend ERAU in Daytona Beach, Fla. After earning a bachelor's degree in aeronautical science with honors in 1996, he began his naval aviation career.

Highlights of his career include earning "top-stick" designation in training on the F-14 Tomcat and deployments aboard the USS Dwight D. Eisenhower and USS John F. Kennedy, during which time he flew extended operations in the North Arabian Sea and Arabian Gulf in support of Operation Enduring Freedom. Davis graduated from the U.S. Navy Fighter Weapons School in December 2004.

The down-to-earth aviator and Boston Red Sox fan received an unparalleled opportunity in 2004 — flying in a World Series flyover as his team prepared to sweep the St. Louis Cardinals and win the championship. "He said that one of the happiest moments of his life was watching the Red Sox win the World Series as he stood in their clubhouse," Marsden notes.

Unbelievable privilege

Davis joined the Blue Angels in September 2005, serving as narrator for the air shows and piloting VIP flights for celebrities like American Idol winner Kelly Clarkson. This year, he became an opposing solo pilot, flying the No. 6 jet.

To be selected as a Blue Angel is difficult, said CAP

member Maj. Rob Wunderlich Jr. of the Missouri Wing. Wunderlich was selected to the Blue Angels in 1997 as a Marine Corps aviator piloting Fat Albert, the Blue Angels' Lockheed KC-130 Hercules logistical support plane.

The stringent selection process places an emphasis on the personality of the pilot, said Wunderlich. The pilot, of course, has to be extremely skilled to even be considered. "The process takes a good five to six months, and it is rare that an officer applicant is selected on the first try," he noted. A Blue Angel serves for two years. "There are about 115 team members, and roughly half turn over year to year," he said. "This way the senior half trains the oncoming 'newbies.'"

Wunderlich shared what an honor it is to be part of the Blue Angels team: "It was an unbelievable privilege to do this, and interaction with the public and especially kids is the best part. I can only hope we have a big impact on their lives."

On the loss of a comrade-at-arms whom he never had the opportunity to meet, Wunderlich noted, "The entire team, past and present, feels a tremendous and grievous loss, as does Naval aviation at large, and indeed should the country. The Blue Angels perform well within the performance envelope of the aircraft and within stringent regulations set forth to ensure the safest possible demonstration. But sometimes things happen. I do believe Davis gave the last full measure to prevent anyone on the ground from being hurt."

Part of the CAP family

Even as high as Davis soared in his career, he never lost sight of his CAP roots. "Kevin was extremely focused in his pursuits, but at the same time never lost touch of where he came from," said Marsden. "When we met up in September, he spoke to his other teammates fondly of our days in CAP."

The affection Davis still held for CAP was clear, according to Capt. Carl Cope, squadron commander of the Missouri Wing's St. Louis Composite Squadron 1. The Blue Angels welcomed the squadron to attend a rehearsal for the St. Louis air show in 2005, back when Davis was the show's emcee. It was the first time Cope remembers the squadron having this chance, which he attributes to Davis' appreciation of his cadet heritage. After the rehearsal, the cadets talked to the Blue Angels, including Davis, and were given photos the pilots autographed.

"He knew what the cadets were looking for," said Cope. "They just lit up to be given the opportunity to go out on the

flight line. I think it was a good opportunity. It shows the cadets there is hope for them to become a pilot. It gives cadets something to look forward to, that cadets will someday fill his shoes. He was a good mentor for the cadets."

The squadron paid tribute to Davis in their first meeting after his death by posting his picture and holding a memorial service. "It was a great loss," said Cope. "I think Kevin had a real good future. Even though he was no longer a member, he served as a cadet and he will always be part of the CAP family. He will always be in our hearts." ▲

Photo courtesy of Bruce Graner, Pensacola News Journal



By April 23, well-wishers had set up a memorial in the parking space belonging to Lt. Cmdr. Kevin Davis at Naval Air Station Pensacola in Florida.

FLYING IT'S A WONDERFUL LIFE

New Pennsylvania Aviation Medicine Center offers pilots unique range of services

By Janet Adams



Capt. Scott Rhoades poses with NASA astronaut Dr. Patricia Hilliard Robertson, who died in 2001. Rhoades is founder and project director of a new aviation medicine center at Indiana (Pa.) Regional Medical Center that bears the late astronaut's name.

T

The medium-sized university town of Indiana, nestled in the foothills of the Appalachian Mountains in western Pennsylvania, has long enjoyed international fame as the home of legendary World War II pilot and movie actor Jimmy Stewart. The county airport and CAP Composite Squadron 714 bear his name. Recently, a newly constructed center for aviation medicine at Indiana Regional Medical Center honors another Indiana hero, NASA astronaut Patricia Hilliard Robertson. A highly respected doctor and research leader in space medicine, Hilliard died from extensive burn injuries following the crash of an experimental aircraft in Texas in May 2001. Linking these two entities is Capt. Scott Rhoades, health program service officer for Squadron 714 and founder and project director of the new aviation medicine center.

With his aviation background, his advanced degree in nursing and education in aerospace medicine, Rhoades, along with the new program staff, is uniquely positioned to provide altitude physiology training for the Hilliard Robertson Center for CAP pilots and others associated with local airport and aviation organizations.



“Aviation medical examiners in our local area are retiring or aging along with the general population,” said Rhoades. “We needed to look at the present and future situation for providing flight physicals and education to our pilots. The Patricia Hilliard Robertson Center for Aviation Medicine is an excellent way for our medical center to carry on that tradition and provide this service.”

In his position as health program service officer, Rhoades has provided CPR/first aid and bloodborne pathogens training to the squadron, in addition to covering other health care emergency topics such as hypothermia and air-medical evacuation. These courses are of particular interest to participants in CAP search and rescue missions and encampments.

Rhoades credits Hilliard Robertson with his development. “It was her encouragement that inspired me to further pursue my interest in aerospace medicine and to oversee development of the new center bearing her name,” he said. ▲



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Trainer Roxye Marshall plays with Mandy, one of two canine search and rescue team members that helped search for a missing Boy Scout in North Carolina.

By Lenore Vickrey

CAP Teams Assist in Search for Missing Scout

U.S. Civil Air Patrol Capt. Dion Viventi had been on many search and rescue operations in his CAP career, but none had the gratifying outcome he experienced in March when a Boy Scout was found alive after being missing for four days in a North Carolina state park.

Viventi was part of a North Carolina Wing aircrew that flew in trained canine teams to help search for Michael Ausberry, a 12-year-old

who wandered away from his Scout campsite in Stone Mountain State Park.

“We went into our normal response mode,” said Lt. Col. David Crawford, director of operations and emergency services officer. “The only really unusual thing about this mission was that, due to the weight of the dog teams and equipment, we needed multiple airplanes to accomplish the task.”

Three pilots and their planes, and two dogs and their handlers were assembled and the mission was planned the night before. “We launched three aircraft within 15 minutes of each other from two different airports just after 0500 (5 a.m.) EDT,” he said.

Viventi’s passengers were Roxye Marshall and her Labrador retriever/shepherd mix, Mandy, who is certified in wilderness air scent and



Capt. Dion Viventi flew trained canine teams to help search for Michael Ausberry, who wandered away from his Scout campsite in North Carolina.

“It was a good feeling,” added O’Brien.

Judah had praise for the CAP pilots. “I must compliment the pilots and the Civil Air Patrol for their willingness to assist in the transport of both of these Brunswick Search and Rescue Team canine members and their handlers. Their professionalism

and support were most appreciated and a wonderful example of cooperation and coordination.”

While the dogs they transported were not the ones who found the Scout, it didn’t matter, the CAP members said. “It sure was satisfying as a volunteer to be able to assist in a successful search and rescue operation,” said Viventi. “It was nice to be able to fly home with good news under our belts, knowing the Boy Scout was found and his parents were rejoicing.

“I guess that’s why I joined CAP in the first place,” he said. ▲

human remains detection in both land and water recovery. It was the first time a dog had been a passenger in his plane, he said.

“He did fine,” Viventi recalled. “He was the best passenger I ever had.”

Maj. Jason O’Brien flew Christy Judah and her English springer spaniel, Bailey, who is also certified in the same areas as Mandy, as well as being a first responder dog for disasters. Both dogs are members of the Brunswick Search and Rescue Team Inc. out of Brunswick, N.C. 2nd Lt. Wayne Milbauer flew the search and rescue equipment because it would not fit in the other planes.

“It was the first time I’d flown with an animal,” he said.

Interestingly, Viventi said the controller at Fayetteville asked him where the three planes were headed. When he told them they were in route to help look for the missing

Boy Scout, whose plight had been covered by the national news media, the controller replied, “We wish you guys luck.” Controllers usually never say anything except official instructions, he noted, but after that exchange, every controller on the rest of the journey wished the pilots luck.

About an hour after the plane landed and the dog teams were dispatched, the missing Scout was found. “We were elated,” said Viventi. “I’d been on a half-dozen search and rescue missions before, but not with a good outcome.”

Maj. Jason O’Brien flew Bailey, a certified English springer spaniel search dog.



Given to Fly

Ten CAP Members Awarded AOPA, Spaatz Association Scholarships

By Kimberly L. Wright



Cadet Maj. Alex Gerard of the Kentucky Wing's Bowling Green Composite Squadron is one of six cadets awarded an Aerospace Leadership Scholarship from The Spaatz Association.



Cadet Maj. Matthew Bailey of the Tennessee Wing's Kingsport Composite Squadron, along with three other cadets, received AOPA's flight training scholarship.



Cadet Maj. James Evans of the Ohio Wing's Youngstown ARS Composite Squadron plans on using his Aerospace Leadership Scholarship to finish his flight training.

T

The Aircraft Owners and Pilots Association, the world's largest and most influential aviation association, recently awarded \$2,500 flight training scholarships to two U.S. Civil Air Patrol cadets and two CAP officers, and The Spaatz Association awarded \$2,500 Aerospace Leadership scholarships to six cadets.

The Spaatz Association's Aerospace Leadership Scholarship promotes the aviation advancement of CAP cadets from soloing to a private pilot's license. The association consists of past and present cadets who have earned the Gen. Carl A. Spaatz Award, the Cadet Program's highest achievement.

AOPA scholarship recipient Capt. Megan Gallagher, the Georgia Wing's director of Cadet Programs, credits CAP with giving her the aviation bug. "As a cadet, my love for aviation grew exponentially throughout the program as I participated in glider and powered orientation flights, attended tours at numerous aviation museums, traveled to an assortment of cities on airlifts, handled the instruments and controls of an F-22 Raptor simulator at Lockheed Martin, experienced the thrill of a soft landing at the National Flight Academy in Nebraska and soared through the skies of Europe over Royal Air Force Cranwell while a member of the International Air Cadet Exchange," she said.

Cadet Matthew Bailey of the Tennessee Wing's Kingsport Composite Squadron has dreamed of flying since preschool. "When I was 7, I took a Young Eagles ride in a Cessna 150," he said. "Civil Air Patrol has furthered my aviation aspirations through the O-

flight program and air shows. And most importantly, CAP has enabled me to complete my goal of becoming a private pilot through the AOPA scholarship opportunity.”

Aerospace Leadership Scholarship recipient Capt. Alex Gerard, cadet commander of the Kentucky Wing’s Bowling Green Composite Squadron, set his sights on aviation at an early age. The tragic events of Sept. 11 transformed his aviation dreams into military aspirations. He initially entered CAP to boost his service academy chances, but quickly changed his tune once he grasped all CAP had to offer.

“Through my experiences in Civil Air Patrol, I was able to send in a much more complete resumé to the Army and Air Force and also develop into a leader,” he said.

Because he received a four-year Air Force ROTC scholarship to Western Kentucky University, Gerard didn’t need the money in his college fund to pay for college. Therefore, he was able to afford to go to a CAP national flight academy.

“My instructor pilot, Lt. Col. Chad Grondahl, also a Spaatz cadet, encouraged me to apply for CAP-related scholarships to finish my private pilot’s license,” said Gerard.

Maj. James Evans, cadet commander of the Ohio Wing’s Youngstown ARS Composite Squadron, shares aviation dreams similar to those of Gerard. He hopes to be selected to the U.S. Air Force Academy and to be an Air Force pilot. CAP helped these dreams take wing.

“I was fortunate enough to have been given rides on C-130s, C-141s and KC-135s at encampments and through my squadron. I also attended the Air Force Air Education and Training Command Familiarization Course at Columbus AFB, Miss., in 2006, and that was where I made my decision to become a USAF pilot. I highly recommend that program for anyone considering military aviation,” he said.

Evans’ scholarship will fund his solo flight hours. “I have already passed my written exam,” he said.

The AOPA and Spaatz awards are part of more than \$200,000 in flight and academic scholarships open to CAP members each year. CAP has also granted flying and academic scholarships to 27 members this year — \$2,500 flight scholarships, academic scholarships worth \$1,000 to \$7,500 each, three academic scholarships sponsored by the United States Automobile Association and one sponsored by Who’s Who Among American High School Students. And in the coming months, organizations such as Texas A&M University, Auburn University, the U.S. Air Force Academy Preparatory School and Dowling College will announce the recipients of their university-specific scholarships for CAP cadets. ▲

Scholarship recipients

AOPA

Matthew Bailey, Tennessee Wing
Kristofer R. Copes, Indiana Wing
Megan E. Gallagher, Georgia Wing
Paul Owens, Georgia Wing

AE Leadership Scholarships Spaatz Association

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and Carla Spaatz-Thomas)

Haley Blevins, Maryland Wing
James Evans, Ohio Wing
Alex Gerard, Kentucky Wing
Ryan McCord, Florida Wing
Kenneth Misiak, Pennsylvania Wing
Ian Sturdy, Virginia Wing

CAP Academic Scholarships

Elizabeth Anger, New York Wing, \$2,000
Kristen Andree, Michigan Wing, \$1,000
Justin Baier, Ohio Wing, \$2,500
Matthew Bailey, Tennessee Wing, \$1,000
Katelyn Baird, Florida Wing, \$1,000
Sydney Chamberlin, Utah Wing, \$5,000
Curtis Christensen, New Mexico Wing, \$2,500
Adam Essenmacher, Ohio Wing, \$2,000
Jessica Gentry, Colorado Wing, \$1,000
Nathan Kish, Ohio Wing, \$2,000
John Lovette, North Carolina Wing, \$7,500
Susanna Marking, South Dakota Wing, \$1,000

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Brittney Roberson, Virginia Wing, \$1,000

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Philip Rosen, Illinois Wing, \$5,000
Benjamin Sargeant, Virginia Wing, \$1,000

sponsored by USAA

Ryan Strug, North Carolina Wing, \$1,000
Joshua Vaughan, Texas Wing, \$1,000

sponsored by USAA

Thomas Wichman, Wisconsin Wing, \$2,500

CAP Flight Scholarships

Katelyn Baird, Florida Wing
Zachary Bowen, Maryland Wing
Lyll Chase Woolery, Wyoming Wing
Ahnaliese Dunn, California Wing
Andrew Martin, Texas Wing
Jonathan Ume, Kansas Wing
Kate Whitacre, Indiana Wing
Joshua Zeyfang, Pennsylvania Wing

Photo courtesy of Maj. Alfred J. Mastrianni, CAP patron member



Four generations of the Mastrianni family in Connecticut were taught to fly by Stan Robertson. They are, from left, Alfred R. Mastrianni, a former CAP captain; Maj. Alfred J. "Sonny" Mastrianni, former commander of the Plainville Cadet Squadron; Robert William Mastrianni; and Robert "Robbie" Scott Mastrianni.

The Planes of Plainville

**ONE MAN'S VISION
INSPIRES GENERATIONS
OF AVIATORS**

By Kimberly Barnhart

It was 1948 and the war was over. Young GIs returned to their hometown of Plainville, Conn., with a renewed zest for life. With very little money but plenty of time, many found their purpose at an airport created by a local pilot, Stan Robertson.

Robertson, 98, an innovative and comical man, announced in the mid-1940s he was going to build the airport. Little did he know his airport would become the runway where hundreds of youths would launch their careers in aviation.

From the moment Robertson saw his first aircraft in 1911 (ironically, one that crashed into a tree), he was hooked. He flew as often as possible, even purchasing his own plane, which he parked in the backyard of his family's farm. Today, Robertson has logged more than 10,000 hours of flight time and he continues to ride along whenever possible.

In the military, Robertson flew with an elite intermediate squadron, the Air National Guard's 1st Air Commandos, from Bradley Field in Hartford, Conn. A decorated hero, he saved more than 200 British lives flying over the "Burma Hump" in the Himalayas in a small L-1 aircraft.

Upon his return to Connecticut, Robertson needed a good place to store his personal aircraft. Landing in small clearings and cow fields was tiresome and dangerous. So, the idea for the airport was born. Robertson recruited several local young veterans to help with the venture, including Maj. Alfred J. Mastrianni, who would later become the second commander of CAP's Plainville Cadet Squadron, now known as the Charles K. Hamilton Composite Squadron.

Initially, Robertson Field, named for its founder, consisted of a grass runway, a small 5-by-7-foot converted chicken coop shack and an outhouse. Though the accommodations were modest, the townspeople were thrilled. The newly formed CAP squadron asked to store its plane and to hold meet-

ings at Robertson Field. Robertson readily agreed and even helped teach the cadets how to fly.

The airport became the local hangout for the 30-plus cadets in Plainville. "We lived at the airport," said former cadet and retired airline pilot Paul Celiecz. "We would peddle our bikes over there after school and camp out at the shack. We all loved flying and just wanted to be there at the airport."

The squadron grew quickly, thanks to Robertson's generosity and the encouragement of the people of Plainville. The facility also nurtured numerous careers. Over the past 54 years, hundreds of aviation careers, many experienced by pilots taught by Robertson himself, were inspired at the airstrip.

Former commander Alfred Mastrianni remembers many of the cadets who have gone on to become successful professionals, military officers, professors and commercial and private pilots. "This sleepy little town has deep roots in aviation. People gave their time, money and resources to encourage and train the sharp

Squadron Trivia

In the first years, the Plainville squadron was made up of World War II vets who came back from the war and could not find a job. It was a very difficult economic time. There were ex-pilots, pilot instructors, paranurses (nurses who were parachutists), a full-time physician, a lawyer and a full Air Force colonel who became an adviser to the Civil Air Patrol. They hung out at the airport and, actually, managed it full time. Back then, if you served 15 years in the military, you could complete 20 years of service after the war by serving in CAP.



In 1953, Stan Robertson began building an airport with his own hands, and local volunteers eagerly joined in to help. Over the past 50 years, the airport has launched the aviation careers of countless pilots, many of them trained by Robertson.

cadets of our squadron.”

Cellecz, a retired Federal Express employee now living in Florida, recalls growing up in Plainville and how CAP impacted his life. “The Civil Air Patrol is responsible for my aviation career. My family had no connection to aviation, but as a cadet, I was able to get my private pilot’s license and pursue my love of flying.”

“It was a privilege to be trained by Stan Robertson,” he added. “His solid basic instructions gave me a sturdy foundation to build a career and a lifetime of flying.” The young pilot later

became an instructor to help pay for his college tuition.

“You might say I flew through college,” he joked.

Cellecz, who has logged more than 24,000 flight hours, returns to Plainville each summer to visit with the people who influenced his life. “It’s an incredible feeling each time I fly my plane into the very airport where I learned to fly,” he said.

The dynamic unit is proud of its rich heritage and continues to encourage success in its cadets. “We have the best squadron in the state in my opinion,” said squadron commander Capt. Jose Trujillo.

“With a strong combination of dedicated cadets and talented leaders, we are an extremely active bunch,” he said. Currently, the squadron focuses on aviation, marksmanship, self-defense and rocketry. The overall goal is to empower youth with integrity and the tools to be successful.

“We strive to show them how many opportunities are available in aviation and how they can become a part of that industry,” he said.

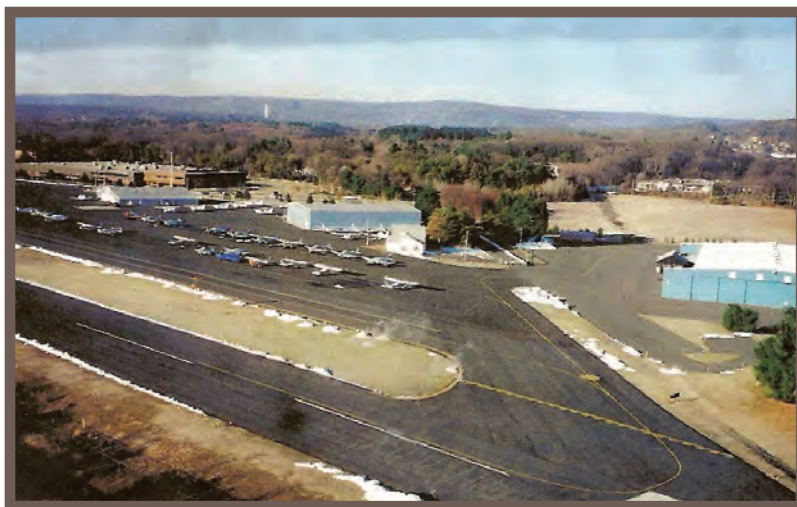
Cadet Capt. Adam Trujillo said the squadron works to ensure cadets are well-rounded. “We try to get every cadet in the air within two months of joining to see if they like it. We also provide a variety of field exercises and leadership activities.”

“Stan Robertson’s passion for aviation, his ingenuity and foresight to build an airport with his own hands has left an important legacy to the people of the Plainville area. Without the airport, our cadets would not have had the opportunities to fly as they do now. It is of economic and historic importance to this area,” said Trujillo.

Today, Robertson Field is a fully operational airport with a paved runway, lighting, indoor plumbing and updated facilities. But the air resonates with the spirit of the past — the legacy of sharing one’s time, talent and energy with future generations.

As for Robertson, he continues to challenge youth to find what they love, to always be innovative and to never, ever stop having fun. ▲

Public Affairs Officer Capt. Robin Trujillo of the Connecticut Wing assisted with this story.



Originally a modest grass airstrip with a 5-by-7-foot shack, Robertson Field in Plainville, Conn., is now a fully operational airport that continues to encourage and support the local CAP squadron.

Photo courtesy of balloonist Mike Bollea

With this ring...

An unusual wedding in these unusual times...

By Janet Adams

Keith Swanson, a Mankato Minnesota Composite Squadron former cadet first sergeant now with the Army National Guard in Iraq, and his fiancée, Amanda Watson, had planned a July wedding. Invitations had been chosen; a photographer, disc jockey and location had been booked; hotel rooms were reserved; and dresses had been bought. Swanson's tour of duty providing convoy security with the 2nd Battalion, 135th Infantry in Iraq was to end in March. But, unexpectedly, in mid-January, the plans fell apart when Swanson was notified his tour was being extended until August. The couple decided to postpone their nuptials until sometime in 2008. But a determined aunt, a helpful governor, a resourceful National Guard and modern technology resulted in a sooner-than-expected exchange of vows.

Swanson's maternal aunt, Nicole Kilanowski, had read about a wedding taking place via video conferencing. Shortly after she heard of Swanson's extension of duty, she e-mailed Minnesota Gov. Tim Pawlenty, asking for his help in setting up a similar event for her nephew. The governor got in touch with the Minnesota Army National Guard Armory in Inver Grove Heights, where Phil Stephan, video operations



Photos courtesy of Minnesota National Guard

At the close of the ceremony, Amanda Watson rushes up to the TV screen and kisses her husband's image.

Spc. Keith Swanson's brother, Carl, a cadet senior master sergeant and private first class in the Minnesota Army National Guard, was responsible for his brother's becoming a CAP member. Carl wanted to join CAP but was not old enough to drive himself to meetings, so he asked Keith to take him. Keith was immediately attracted to the activities available through CAP — particularly the chance to fly. Coming from a military family (Keith's father and grandfather are veterans) he also found CAP's military-oriented training appealing. Keith held the position of cadet first sergeant before he left for the National Guard. He received recognition as a CAP honor cadet in 2002.

manager for the Minnesota Army National Guard, had arranged a VTC wedding for a groom in Kosovo and a bride in Mankato in 2004. Vern Truax of the Minnesota Army National Guard Family Support called Watson and gave her the good news: A “virtual” wedding would take place via satellite — and soon! Watson was elated. She and Swanson chose Valentine’s Day for the event and the race was on to get everything ready.

Stephan agreed to handle the complicated 2½ weeks of logistics, including timing, equipment compatibility and arranging for the groom and best man, Chris Bergman, also serving in Iraq, to be flown by helicopter to the Al Asad base where the necessary conferencing equipment was available. Stephan also kept a close watch on the clock: Iraq is nine hours later than U.S. Central Daylight Time.

For the big day, Kilanowski, Watson’s mother and other family members transformed the austere armory with big red hearts and heart-shaped balloons. Flowers decorated the table that held the rose-bedecked, three-tiered wedding cake. Family and friends gathered in the big VTC room with its bank of huge TV screens, mingling with Watson’s three bridesmaids in dressy outfits and two little white-gowned flower girls carrying baskets of rose petals. Accompanied by her brother, Josh, and her mother and father, Watson arrived wearing a sophisticated red dress and matching shoes. “The wedding is unconventional,” she said, “so I might as well dress unconventionally, too!”

Midnight on St. Valentine’s Day in Iraq was a mere hour away. Large-as-life images of Swanson and his best man wearing camouflage “suits” filled the TV screens while those assembled in the armory got used to seeing and talking with them and adjusting to the few seconds delay between words spoken and sound relay. Then, 20

minutes before the ceremony was to begin, before the first strains of Lohengrin filled the room, Stephan was told there would be a communications blackout at Al Asad. The wedding was in jeopardy. And the last hour of Valentine’s Day was ticking away in Iraq. Heart-stopping minutes later, Stephan’s counterpart in Iraq said he was ignoring the command. “This is too important to our men here and to the families there to cut the connection.” The wedding was a go!

A few minutes later, while traditional wedding music flowed from a computer, flower girls strew rose petals and bridesmaids glided to their appointed places, Mr. and Mrs. Watson escorted their daughter, the bride, down the “aisle.” During the exchange of vows, “Every time Keith responded, his grin got bigger and bigger,” his aunt confided. “And there wasn’t a dry eye in the room during the whole ceremony.”

In Iraq, the best man put a newly purchased ring on Swanson’s finger (according to his brother, Carl, it will be replaced with his “real” wedding

ring to match Watson’s), and Josh Watson slipped the golden cirlet the couple had chosen on his sister’s finger. When the Rev. Dan Weise, who performed the Lutheran ceremony, jokingly offered to stand in for Swanson to kiss the bride, a tearful Watson ran up to the nearest screen and kissed her husband’s image. Swanson remarked he felt like “the luckiest guy in the world.”

A “virtual” reception followed. Swanson said he couldn’t see the wedding cake, as it was on a table off-camera. Stephan moved the table several times, without success, so he picked the cake up to carry it toward the camera. And dropped it! Watson burst out laughing at Swanson and Bergman’s open-mouthed reaction. Conference time was running out. Stephan offered the newlyweds a half-hour private “honeymoon” time in his office by shutting



Flower girls, Emma Bergman, 3, and Annika Kilanowski, 4, toss silk rose petals for the wedding procession.

down the big screen in the reception room, leaving only his feeder screen on. Bergman's wife and children were at the wedding and he was able to have a private visit with his family, too.

Later, the big screens were turned back on and family and guests continued the virtual "visit" with Swanson and Bergman until the wee hours of Feb. 15 in Iraq. As Swanson's Aunt Nicole remarked, "Well, Keith, you won't have any excuse for forgetting a wedding anniversary that's on Valentine's Day." Nor is he likely to forget his wife's birthday: both 20-year-old Watson and 21-year-old Swanson were born on May 14.

As of this writing, Swanson is to return home in early August — a short time before his brother, Cadet Senior Master Sgt. Carl Swanson (who is also a private first class in the Army National Guard) is to leave for basic training in Gulfport, Miss., followed by advanced individual training. In July 2008, Carl will enter Minnesota State University in Mankato in the ROTC program, continuing the family's tradition of serving their country in times of war and tenuous peace. ▲

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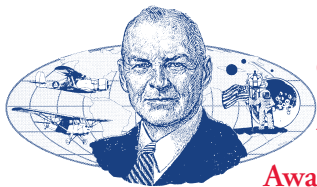
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Achievements



Gill Robb Wilson Award

Highest award given to officers who complete Level V of the CAP Senior Member Training Program. (Only about 5 percent of CAP officers

achieve this award.) The officers listed below received their award in January and February.

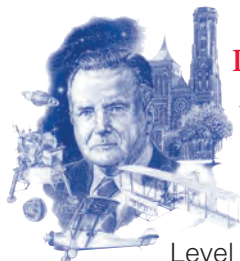
| | |
|---------------------------|----|
| Maj. Kenneth A. Nestler | AK |
| Lt. Col. Betty L. LaGuire | CA |
| Maj. Wayne R. Lorgus | DE |
| Maj. Crist D. Fellman | FL |
| Maj. Javier E. Cardona | GA |



Gen. Carl A. Spaatz Award

Highest award for cadets who compete all phases of the CAP Cadet Program and the Spaatz award examination. (Only about 1 percent of CAP cadets achieve this award.) The cadets listed below received their award in January and February.

| | |
|-----------------------------|----|
| Jeffrey D. Buentgen (#1626) | CA |
| Rebekah L. Kepple (#1624) | IA |
| David Maver (#1628) | NJ |
| Caitlin R. Cima (#1625) | TX |



Paul E. Garber Award

Second-highest award given to officers who complete

Level IV of the CAP Senior Member Training Program. The officers listed below received their award in January and February.

| | |
|--------------------------------|----|
| Lt. Col. Michael J. Hower | AL |
| Capt. Frank M. Scherer | AZ |
| Maj. Kenneth W. Gonzalez | CA |
| Maj. Denise M. Bruce | CO |
| Lt. Col. Andrew S. Marteka | CT |
| Maj. Thomas A. Kuznar | FL |
| Maj. Linda J. Pugsley | FL |
| Capt. Bruce S. Sage | FL |
| Lt. Col. Edmond J. Tremblay | FL |
| Lt. Col. Charles H. Talley | GA |
| Maj. Richard F. Loderstedt | IL |
| Lt. Col. Larry Thomas Lopshire | IN |
| Maj. Timothy L. Turner | IN |

| | |
|----------------------------|-----|
| Capt. Wilson Polidura | KY |
| Maj. John D. Long | MD |
| Maj. Michael H. Reynolds | MER |
| Capt. Stephen P. Cassani | MI |
| Lt. Col. Thyra D. Chaddock | MI |
| Capt. Janelle L. Gates | MN |
| Maj. Alan L. Bahl | MO |
| Maj. Melissa Plum | MO |
| Lt. Col. John P. Hey | MS |
| Capt. Steven E. Mann | NC |
| Capt. Katja S. Abegg | NHQ |
| Capt. Stephan M. Woytowicz | NV |
| Maj. Herbert A. Hardie | NY |
| Maj. Clarence R. Aley | OH |
| Maj. Norman S. Spurling | OH |
| Maj. John M. Witmer | OH |
| Lt. Col. Paul E. Bryant | OK |
| Col. Robert H. Castle | OK |
| Lt. Col. Roberto Rodriguez | PR |
| Maj. Janice E. Lentz | RI |
| Capt. Rosalyn E. Peterson | SC |
| Capt. Gordon R. Merrill | TN |
| Maj. Ronny D. Whitt | TX |
| Capt. Mark E. Evans | VA |
| Maj. Jo N. Stys | WI |



Gen. Ira C. Eaker Award

Second-highest award for cadets who successfully compete all Phase IV requirements of the CAP Cadet Program. The cadets listed below received their award in January and February.

| | |
|----------------------|----|
| Douglas S. Crawford | CA |
| Matthew D. Giles | CA |
| Stephen J. Henderson | DC |
| Juan C. Arraya | FL |
| Maria T. Mangano | IL |
| Daniel P. Roman | IL |
| Christine J. Sydney | IL |
| Ethan P. Price | IN |
| Stephanie J. Grzolak | MA |
| Zachary T. Bowen | MD |
| Jared A. Kleiman | MD |
| Elizabeth J. Peters | MD |
| Laura M. Broker | MN |
| Thomas Nellenbach | NE |
| Benjamin C. Barton | OK |
| Nicholas E. Bixby | PA |
| Luis J. Aponte | PR |
| Kandie R. Rivera | PR |
| Peter H. Imbriale | RI |
| Francesca J. Fogarty | SD |
| Alex R. Gomez | TN |
| Jon T. Cuyler | TX |
| Guy R. Butts | VA |
| Matthew G. Johnson | WA |

Photo courtesy of the National Coalition for Aviation Education



Colorado Wing Member Presented AE Leadership Award

The National Coalition for Aviation Education selected Capt. (Dr.) John H. Campbell of the Colorado Wing as the 2006 Dr. Mervin K. Strickler Jr.

Aerospace Education Leadership Award recipient. The award recognizes Campbell's outstanding achievement in aviation education during two decades of service. Campbell, center, is shown receiving the award from Shelia Bauer, left, of the Federal Aviation Administration and chairman of the Strickler Award Committee, and Kenneth J. Cook, president of NCAE, during the 2006 Experimental Aircraft Association's Teacher Day held at AirVenture in Oshkosh, Wis.

CAP Launches Would-Be Pilot's Dream



By Kimberly Barnhart

John Loomis learned an array of aviation skills as a CAP cadet and then officer in Oklahoma.

The U.S. Civil Air Patrol gave him wings. Now, John Loomis works to keep us all safe in the air. His success in achieving that goal is linked to CAP.

When he was only 3, Loomis, now a Federal Aviation Administration safety inspector in Pine Bluff, Ark., knew he wanted to be a pilot. His love for aviation eventually led him to CAP. No matter where he moved as the son of an Air Force flight engineer, he had a CAP family waiting for him.

"Each squadron had different skill sets and different personalities. The motivation of the officers determined activities for cadets in that area," he said.

CAP's diversity exposed Loomis to a wealth of information and opportunities. He recalled one squadron in Oklahoma that was intensely focused on communications. "We had a really good leader who taught us all about radios and the foundation of communications. We even built our own radio antennae!" he said.

As a cadet and then officer,

Loomis honed his skills in air surveillance, accident investigation and radio/communication capabilities. "I was able to experience the dynamics of an accident scene and also become familiar with the mechanics of the aircraft." At 16, he received his "wings" and pilot's license.

Other squadrons and encampments introduced Loomis to search and rescue operations as well as aircraft maintenance and inspections. "I

There is never a dull moment," he said.

As one of just a few highly qualified specialists in the nation, Loomis has worked on several notable aviation incidents.

Recently, he worked as a national expert on T-34 incidents involving metal fatigue on military trainer aircraft. "It was a matter of the wings falling off of these planes. There were several incidents, one after the

"Looking back, I would not be who I am if it weren't for the Civil Air Patrol."

-- John Loomis, FAA safety inspector



learned to work with pilots and the ground crews. I learned the jargon and how to ask questions," he said.

Loomis now uses the skills he learned in CAP in his investigations for the FAA. "Looking back, I would not be who I am if it weren't for the Civil Air Patrol," he said.

"Being an FAA safety inspector is a very interesting job I truly enjoy.

other," he said.

He is also being tapped at the national level to interface with multiple government agencies to ensure airworthiness for general aviation and other air carriers. "I am qualified to inspect the airworthiness of any aircraft ranging from a large commercial plane to a hot air balloon," he said. ▲

Great Lakes

Movie Premiere Perfect Recruitment Tool

ILLINOIS – A trip to the movies isn't a particularly noteworthy occurrence for members of the Palwaukee Composite Squadron.

Neither is a visit to the nearby Navy Pier in Chicago, unless the movie "Fighter Pilot: Operation Red Flag" is showing.

Six cadets and three senior members with the Palwaukee squadron partnered with the U.S. Air Force and IMAX Theatres to host a recruitment event on the movie's opening night.

They were joined by CAP's very own Cadet Ken, who drew a large crowd and set the stage for the cadets and officers to inform interested movie goers and passersby about the organization's missions and benefits. The group was also treated to a viewing of the movie.

Participating were Capt. Bob Williams, squadron commander; Capt. Bob Dempsey, deputy commander of cadets; 1st Lt. Jay Trivedi, assistant aerospace education officer; and cadets Capt. Michael Hatkevich, Senior Master Sgt. Hannah Gottschalk, Master Sgt. Taras Ivaniuk, Airmen 1st Class Daniel Berkin and Patrick Dymora and Airman Peter Lim. >> Capt. Bob Dempsey



Palwaukee Composite Squadron cadets, from left, cadets Airman 1st Class Daniel Berkin, Master Sgt. Taras Ivaniuk, Airman 1st Class Patrick Dymora, Senior Master Sgt. Hannah Gottschalk and Airman Peter Lim join CAP's Cadet Ken (portrayed by Cadet Capt. Michael Hatkevich) in front of the recruiting area at Chicago's Navy Pier IMAX Theater.

Photo by Capt. Bob Dempsey, Illinois Wing

Middle East

Cadets Conduct Winter Survival Training

MARYLAND – Cold, wet weather rarely is ideal for a weekend, but it's just what 15 cadets in the Glenn L. Martin Composite Squadron were bargaining for when they spent a weekend at Camp Cone learning and practicing winter survival skills. Their training included field sanitation and hygiene, prevention and treatment of cold weather injuries, what to do if lost, emergency shelter building, using a map and compass and a simulated missing persons search. The latter activity provided critical lessons for participants who will become ground team members and could be called on to participate in disaster relief operations or a search for missing persons or a downed aircraft.

They participated in a simulated missing-person exercise, in which they impressed the squadron's senior members by finding every clue that was dropped and, eventually, the target. The exercise was conducted with great realism; only a select few knew it was a simulation. >> Sr. Mbr. Jeff Welch



Glenn L. Martin Composite Squadron members, from left, cadets Staff Sgt. Jacob Leese, Airman Basic Tim Sullivan, Airman Basic Nick Gavin and Tech. Sgt. James Grove huddle inside the emergency shelter they built by taking advantage of a depression created by a falling tree.

Photo by officer Jeff Welch, Maryland Wing

North Central

Cadets Provided Tour of Heavens

MINNESOTA – U.S. Civil Air Patrol members are used to keeping their eyes on the home skies. Recently, about three dozen cadets and adult officers in the St. Cloud Composite Squadron focused their gaze a few million miles beyond the normal view.

The new perspective came during a recent visit to the St. Cloud State University Planetarium. The planetarium's director, David Williams, an astronomy instructor at the school, provided a constellation tour of the heavens. As part of the program, multimedia and group participation were incorporated into an exciting learning experience designed to excite the cadets' interest in science. The cadets braved the cold night air to use telescopes for viewing actual planets, stars and other celestial objects. The visit, organized by Capt. Russ Portele, marked the first exposure to a planetarium for most participants.

"The Civil Air Patrol is best known for search and rescue operations and disaster relief, but we've had a lot of success attracting and retaining cadets and senior officers by organizing fun, practical, hands-on aerospace education opportunities and showcasing them in the media," said Capt. Ryan Brovold, the squadron's commander. "What better way to promote an understanding and appreciation for the importance of aviation and space exploration to our community, as well as tomorrow's aerospace leaders?" >> Capt. Richard J. Sprouse



Photo by Capt. Richard Sprouse, Minnesota Wing

St. Cloud Composite Squadron Cadet Airman 1st Class Jeffrey Wieters can't withhold a "Wow!" as he focuses on the stars using a St. Cloud State University Planetarium telescope with assistance from a patron at the facility.

Photo courtesy Rob Greer, Skyventure



Cadet 2nd Lt. Michael Hanes Jr. of the Concord Composite Squadron, left, and instructor Derek Landry defy gravity in the Skyventure vertical wind tunnel.

Northeast

Wind Tunnel Provides Uplifting Experience

NEW HAMPSHIRE – Members of the Concord Composite Squadron recently got a feel for skydiving without ever boarding a plane.

The CAP members — 31 cadets and five officers — accomplished that feat with a trip to the Skyventure vertical wind tunnel in Nashua. One by one, each stood in the open doorway of the flight chamber. Most hovered, some spun, others flailed or bumped into the clear glass sides. A few bounced against the mesh trampoline floor just a few feet below, all part of the fun.

"Wow! I can't believe what a rush that is!" exclaimed the squadron's cadet commander, Cadet 2nd Lt. Anna Hullinger. "I didn't think that when I got in the tunnel they were going to let me go so high!"

"I never understood why people would jump out of a perfectly good airplane, until now," she said. "Going into the indoor wind tunnel was awesome. The feeling of wind under you lifting you up was amazing."

The members flew two one-minute turns each in the wind tunnel, perfecting their body position and stability as they went. Cadet Sr. Airman Aaron DeAngelis performed very well on his first minute, flying solo in good form near the end.

"I don't know if it was my solo flight experience that did it, but I found flying in the wind tunnel to be a very natural experience," DeAngelis said. "The sensation is overwhelming. There is no falling. There is no roller-coaster feeling, just warm air rushing around you, pressing against your body." >> Lt. Col. Darin Ninness

Pacific

Nevada Squadrons Promote Cadet Emergency Services Participation

NEVADA – Cadets from two squadrons in the greater Las Vegas area received their first taste of ground team training during a statewide search and rescue exercise.

Eight cadets from the Nellis Cadet and Clark County Composite squadrons reported to mission base early one Saturday morning to pursue field training, with a concentration on search-line techniques and ground-to-air signaling. The Las Vegas area has exceptional air search teams, but needs more qualified members in the areas of ground team and urban direction finding.

"It's not a matter of if, it's when" qualified ground team members will be needed for actual search and rescue missions, Capt. Kevin Stall, deputy commander of cadets for the Clark squadron, told Nellis Cadet Squadron Capt. Anthony Gorss, who has spearheaded a program to involve area CAP members in ground teams and teach them the required skills.

The activity was part of a series of ongoing training exercises intended to give members actual field experience, instead of simulated exercises in a classroom environment.

Additional training in orienteering, map reading and wilderness first aid is in the planning stages.

>> Capt. Anthony Gorss



Photo by Lt. Col. Larry Lakeotes, Nevada Wing

Nevada Wing cadets proceed in a search line during a ground team exercise.

Rocky Mountain

Colorado Cadets Aim for Return to Team America Rocketry Challenge

Photo by Capt. Michael Lawson, Colorado Wing



Cold Colorado weather wasn't enough to temper the spirits of Foothills Cadet Squadron cadets, from left, Airmen Basic Cory Howard, Senior Airman Alex Wage, 2nd Lt. Preston Nicholl, Airman Oskar Saks, Airman Cameron Nicholl, Senior Airman Alex Axford, Staff Sgt. Reid Doyle and Maj. Scott Holley, pictured with the rocket they built.

COLORADO – Foothills Cadet Squadron members devoted much of their spring to shooting for a place in the Team America Rocketry Challenge at Plains, Va., by building a model rocket that climbs 850 feet and stays airborne for as close to 45 seconds as possible while carrying a raw egg.

Ten cadets and two senior members put in 426 man-hours to construct a qualifying rocket. With a projectile taller than 5½ feet and weighing 2 ounces under 3 pounds, the Foothills team is aiming for the competition's award for "Heaviest Rocket That Worked," as well as two other awards in different categories. Participating for the first time last year, the squadron was one of 100 qualifying teams out of 750 entrants nationwide.

The squadron completed both of its qualification flights on a cold, snowy day under the watchful eyes of a National Association of Rocketry observer, achieving a top airborne time of 46.9 seconds and

an altitude of 829 feet. That placed the team 11th among alternate qualifiers, which members are hoping earns them a return trip to the national competition. >> Capt. Michael D. Lawson

Southeast

Florida Squadron Rebuilding a Piece of History

FLORIDA – Everyone has learned about history in classroom settings and from movies and books. Some have lived through historic events. Few, however, have the opportunity to relive or recreate history. Members of the Suwannee Valley Composite Squadron are enjoying a hands-on opportunity to do just that.

Recently, the squadron was given an engine from a World War II-era B-17 Flying Fortress — in pieces. The engine was part of a kit bought by the late husband of Rondi Alber, who then donated it to the squadron for an aerospace project. She hopes the engine will be restored and put on display in a museum. The squadron's commander, Capt. Grant Meadows, took up the challenge. He and the deputy commander for senior members, 1st Lt. Mark Sweitzer, and Master Sgt. Dacota Paul loaded the half-ton engine in the back of Meadows' truck and hauled it to the EAA hangar where the squadron meets in Live Oak.

The engine is a cutaway model, and so will never be used to fly an aircraft, but the goal is to clean up grime- and grease-caked parts and restore it to full working order, or at least as close as a cutaway model can come. The pursuit should occupy the squadron's aerospace education meetings for quite some time — the better part of a year, Sweitzer estimates.

In the process, the cadets will be able to recreate a bit of the past while working with what their grandfathers and great-grandfathers flew in to make history. >> 1st Lt. Mark Sweitzer



Cadet Airman 1st Class Trevor Dobbs poses with B-17 Flying Fortress engine parts the Suwannee Valley Composite Squadron is assembling.

Photo by Cadet Airman 1st Class Jennifer Bedoya, Florida Wing

Southwest

Texas Cadets Go Up, Up and Away

TEXAS – The Apollo Composite Squadron recently got to play with a balloon — a 75,000-cubic-foot balloon, that is — the kind that can fly thousands of feet up into the air, miles at a time, with people in tow.

Hot air balloon pilot Bruce Lavorgna helped the cadets set up the balloon while he tested the burner and gave brief demonstrations. The cadets learned hot air balloons work best twice a day — first between dawn and an hour after dawn, and then at the other end of the day, from an hour before sunset until sunset. The rest of the day is too warm at that time of year, and the balloons don't perform as well, said Lavorgna.

Once the balloon was filled with cold air, Lavorgna began applying shots of open flame and the balloon started puffing up. Then it rose a little, bounced a bit and finally started moving over the gondola. When it stood up, the cadets put all their weight on the edges as Lavorgna kept the burner going in short bursts. Since it was already nighttime, the balloon glowed like a gigantic paper lantern. The demonstration lasted about 90 minutes.

Photo by Capt. Arthur E. Woodgate, Texas Wing



Apollo Composite Squadron cadets hold down the gondola of a hot air balloon as it begins filling up.

>> Cadet Senior Master Sgt. Michael Moody and Capt. Arthur E. Woodgate



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